



# Hongkong Daily Press.

ESTABLISHED 1867.

Registered as a Newspaper at the General Post Office in the United Kingdom.

## SIGHT SAVING

is a science which has become perfect through the labours of eminent men, whose discoveries have made it possible to bring your sight to its natural state by the use of accurate lenses.

N. LAZARUS.  
OPHTHALMIC OPTICIAN.  
25, Queen's Road Central, HONGKONG.  
Prescriptions accurately filled.

No. 19,144 號四十四百一千九萬一第 日三十月八年未己 HONGKONG, MONDAY, OCTOBER 6TH, 1919. 一拜禮 號六月十年捌國民華中 PRICE, \$3 PER MONTH.

### INTIMATIONS

**GREEN ISLAND CEMENT COMPANY**  
**PORTLAND CEMENT.**  
In Casks 75 lbs. net.  
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**BREWER, TOMES & Co.,**  
General Managers. [80]

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**JOHNNIE WALKER (Red Label) \$2.55**

**V.O.S. Parliament Blend \$2.80**

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**SPORTING CARTRIDGES,**  
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with E. C. Powder, a powder  
which gives universal satisfaction.

**THE HONGKONG SPORTING ARMS  
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In Stock.  
DEVELOPING, PRINTING AND ENLARGING  
UNDER TAKEN.  
TELEPHONE 1918. [78]

**PEAK TRAMWAY COMPANY, LIMITED.**

### TIME TABLE

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 minutes
8.00 " " 8.30 " "	" 10 "
8.30 " " 9.00 " "	" 10 "
9.00 " " 9.30 " "	" 10 "
9.30 " " 10.00 a.m.	" 15 "
10.00 a.m. to 11.00 a.m.	" 10 "
11.00 " " 11.30 " "	" 10 "
11.30 " " 12.00 p.m.	" 10 "
12.00 p.m. to 1.00 p.m.	" 10 "
1.00 " " 1.30 " "	" 10 "
1.30 " " 2.00 " "	" 10 "
2.00 " " 2.30 " "	" 10 "
2.30 " " 3.00 " "	" 10 "

### NIGHT CLAS.

6.50 p.m. to 8.00 p.m.	Every 30 minutes
8.00 " " 11.30 p.m.	" 30 minutes
11.30 p.m. to 11.45 p.m.	" 15 "

### SATURDAY.

Extra Car—12.00 Midnight.	
SUNDAY.	
7.30 a.m. to 8.00 a.m.	Every 15 minutes
8.00 " " 8.30 " "	" 10 "
8.30 " " 9.00 " "	" 10 "
9.00 " " 9.30 " "	" 10 "
9.30 " " 10.00 a.m.	" 15 "
10.00 a.m. to 11.00 a.m.	" 10 "
11.00 " " 11.30 " "	" 10 "
11.30 " " 12.00 p.m.	" 10 "
12.00 p.m. to 1.00 p.m.	" 10 "
1.00 " " 1.30 " "	" 10 "
1.30 " " 2.00 " "	" 10 "
2.00 " " 2.30 " "	" 10 "
2.30 " " 3.00 " "	" 10 "

### NIGHT CLAS.

6.50 p.m. to 8.00 p.m.	Every 30 minutes
8.00 " " 11.30 p.m.	" 30 minutes
11.30 p.m. to 11.45 p.m.	" 15 "

**SPECIAL CARS by arrangement at the Company's Office, Alexandra Building, Des Vaux Road Central.**  
Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compro Order representing Bank Notes.

**JOHN D. HUMPHREYS & SON,**  
General Managers. [79]

## KOWLOON-CANTON RAILWAY.

### TIME TABLE

On and after TUESDAY, SEPTEMBER 16TH, 1919, until further Notice.  
(All previous Time Tables cancelled.)

### DOWN TRAINS

Stations	No. 3, A	No. 5	No. 7	No. 9	No. 11	No. 13	No. 17	No. 19	No. 20
	Local	Through	Local	Through	Local	Through	Local	Local	Local
	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
CANTON (Tai Sha Tau)	dep.	7.30		8.35		3.30			
RIECK LUNG	arr.	8.40		12.05		4.45			
	dep.	8.45		12.10		4.50			
Shum Chun	arr.	10.25		3.50		6.40			
	dep.	7.35	8.10	3.55	12.15	6.45		3.04	
Shum Shui	arr.	7.35	8.10	4.05	12.25		3.06		
Shing Shui	dep.	7.40	8.15	4.15	12.35			3.12	
Tai Po Market	arr.	7.45	8.20	4.25	12.45			3.18	
Tai Po	dep.	7.50	8.25	4.30	12.50		3.27		
Yuen Yuen	arr.	8.04	8.37	4.50	13.00			3.28	
Yuen Yuen	dep.	8.17	8.50	4.55	13.12			3.33	
Yuen Yuen Market	arr.	8.22	8.54	5.00	13.25			3.39	
KOWLOON	dep.	8.25	11.10	5.10	13.43		3.45		
	arr.			5.15			3.50		







HONGKONG CIVIL SERVICE.  
A PETITION AND ITS RESULT.

We have been asked by certain subordinate officers of the Hongkong Civil Service to voice a grievance which, they feel, has arisen from one of the first decisions made in this Colony by H.E. the Governor (Sir Reginald Stubbs). The opinion among these officers is that, in this decision, His Excellency has established a precedent for the future in the different treatment meted out to the members of the Civil Service recruited at Home and those recruited locally, the feeling among the general body of the latter being that they are entitled to all rights in the nature of allowances and increases of salary which are granted to the former class.

The present dispute which, if left is not granted them on reconsideration, the officers concerned will probably take to the Secretary to State concerns the increases recently granted to the Hongkong Civil Service. In the case of the subordinate officers this was called a 2 per cent allowance, and in the case of the Home recruited officers a "special allowance." The subordinate officers were granted by Circular No. 20, dated August 11th, a rent allowance of 20 per cent on their substantive salaries, with effect from August 1st, 1919. "This grant allowance," said the circular, "is granted in anticipation of the decision that will be come to on the question of the revision of salaries, in order to compensate officers for whom lodging is not provided for the additional expenditure occasioned at the present time by the high rate of rentals and by the increase in the price of rice."

By Circular No. 21, of September, 1919, all the Home recruited officers were granted an allowance of 20 per cent on their salaries, retrospective from January 1st, 1919. Whereas the salary in the case of the subordinate officers meant "the substantive salary of the officer's permanent appointment," the salary in the case of the Home recruited officers included, "besides the substantive salary of the officer's permanent appointment, the duty-pay and the personal allowance." In the cases of both classes of officers the temporary-war allowance of 10 per cent is abolished.

Being aggrieved at the difference of treatment in regard to the date from which the allowance of 20 per cent is being made, several petitions asking that the matter be reconsidered were forwarded to the Officer Administering the Government. The immediate reply to these petitions was (Circular No. 27, asking Heads of Departments to make it known that "the petitions which have been forwarded in connection with the supposed grievance will be submitted to H.E. the Governor on his arrival").

The general expectation that Sir Reginald Stubbs would do away with this difference of treatment was dashed to the ground on Friday afternoon, when Circular No. 28 informed the Heads of Departments that "His Excellency the Governor is not prepared to alter the date of commencement of the rent allowance under Circular No. 20 of commencement of the rent allowance under Circular No. 20 of August 11th."

The reason for this decision is thus given: "Owing to the rise in exchange, officers to whom Circular No. 23 of September 6th, 1919 (Home recruited) applies, draw in respect of their salaries an amount in dollars less by some ten per cent than the amount which they drew in respect of the same salaries before the war. Officers to whom Circular No. 20 (locally recruited) applies have suffered no such loss, the sum drawn in dollars having remained constant."

From the view-point of the subordinate officer, this reasoning is answered by the argument that whatever loss is suffered by the Home recruited officer it applies only to 20 per cent of his salary, and is more imaginary than real, because every officer either sends, or is supposed to send, 20 per cent of his salary to England, so that he loses nothing by taking a draft on London at the current rate of exchange. Furthermore, the need which impelled the Government to give the subordinate officer his rent allowance from August existed in the same degree from January 1st from which date the others will receive their relief. The subordinate officers have only now begun to receive a rent allowance, which the Home recruited officers have been drawing for many months, and which, at the time of its introduction, the Government promised would be only a temporary measure.

## TYPHOON WARNING.

The following telegram has been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

Typhoon West of Ladrone Islands, moving North.

## VICTORIA THEATRE.

The Victoria Theatre is showing an excellent programme, full of interest. On Saturday night there was an absolutely packed house. The string band from the s.s. *Academy* will be in attendance again to-night. The boxing match between Carpenter and Smith is well worth seeing, no sportsman and lover of the fist art should miss it.

VICTORIA RECREATION CLUB.  
ANNUAL AQUATIC SPORTS.

H.E. THE GOVERNOR PRESENT.

H.E. the Governor (Sir Reginald Stubbs, K.C.M.G.), accepted the invitation of the officials of the Victoria Recreation Club, on Saturday, to the concluding day of the Club's annual aquatic sports. There was an interval of nearly half-an-hour while all the officials waited outside the Club to receive him. Sir Reginald accompanied by Capt. Warner (Private Secretary) reached the Club at about 4.25 p.m., and was welcomed by Messrs. A. F. B. Silva-Netto, A. A. Alves, A. E. S. Alves and others. On his arrival at the enclosure reserved for him, the Filipino String Band in attendance played the National Anthem right through. At the close of the afternoon, Sir Reginald Stubbs, in a short speech, expressed his pleasure at being present. He added that, as he had not the gift of perennial youth, like the Hon. Mr. Claud Severn, he had ceased to take an active part in such sport, but he continued to take a close interest in all sports, and he hoped that the Club officials would invite him to all such future functions.

The gathering was not so large as at some similar previous functions, but there was no lack of enthusiasm. The intervals between some of the events were again inordinately long. The handicapping in most of the events was favourably commented upon, this being due no doubt, to the handicapper being better able to gauge the respective abilities of the competitors owing to the form they displayed on the two previous days.

Two Club championships were included in Saturday's programme, and both events evoked much enthusiasm on the part of the spectators. J. R. Johnstone, who returned recently from active service, carried off the honours in the 100 yards 220 yards championship he led practically all the way and finished in 25.1 seconds, five seconds better than D. Lyon, who the most promising of the younger swimmers in the Club. In the 100 yards championship, Johnstone won fairly easily from A. Logan, who, it will be remembered, nearly swept the board last year. Johnstone could have improved on his time of 23.5 seconds if he had been pressed. G. A. Jack, a strong young swimmer, made a very strenuous bid for second place.

The ladies' 100 yards championship of the Colony attracted one lady and three girls, and the manner in which little Miss Maggie Ramsay won from Miss Bertha Jennings, showed her to be a splendid swimmer for her age. She has a most effective trudgeon stroke, and the way she nursed her strength till it was necessary to spurt was evidence of excellent judgment. Miss Doris Windbank and Mrs. Fred Bragg both started very well, but they could not keep up the pace they set. There were two handicap races for girls, and they were won by two sisters, the Misses Vivienne and Ruby Young. The former gave Miss Daisy Witchell, a much smaller girl, a start of 18 seconds, and just beat her at the post. Miss Ruby Young's win over Miss Bertha Jennings in the other girls' race was a noteworthy feat, as her rival had the reputation of being the more capable swimmer. The favourite for this event was little Miss Gladys Ramsay, who gave a start of 8 seconds to the winner, who, in turn, gave 8 seconds to Miss Esme Cornell. Gladys Ramsay found the handicap too much for her, though she made a very lucky attempt.

The 100 yards championship for boys of 15 and under attracted 8 entrants. D. Lyon fulfilled the general expectation by winning easily from A. Rahmin in 25.5 seconds. The Veterans' race, which was generally regarded as a gift for Mr. J. Lyon, produced a "dark horse" in the person of Mr. S. Kelly, who has only lately returned from the Front. Kelly, who did a lot of swimming in his younger days, found no difficulty in winning. The High Dive, for which 4 candidates entered, was awarded to D. Laing, who was one of China's representatives at the last Far Eastern Olympiad. The 4 lengths Handicap was won by J. Stewart from D. Laing, and much applause. The Ladies' nomination race afforded much amusement. The men had to swim the length of the pool, put on a shirt, have their collars and ties fixed by their partners and swim back to the starting point. Miss Esme Cornell proving most adept at tying a bow, her partner, R. Tatum, won an easy race. A very exciting team race, in which the V.R.C., the H.K.D.C. Cadets, the Chinese Y.M.C.A. and the Diocesan School took part, was won by the Club, with the Cadets a poor second. The Y.M.C.A. contained three good swimmers, but their "tail" was very weak.

The prizes were distributed by the Hon. Mr. Claud Severn, C.M.G., who said he was sure they were all extremely pleased and honoured that their festival was the first public function that His Excellency the Governor had attended in the Colony. The festival had been an extremely successful one, for they had had good weather and excellent racing. J. R. Johnstone, their best swimmer, who had only recently returned from active service, had regained his health, and appeared to be swimming better than ever. As regards the ladies, he foresaw that before long Miss Ramsay would be a serious competitor to the men. (Applause and laughter.) She had an ornate style in performing the trudgeon stroke—which was a most effective stroke—and her pace in the water was very remarkable for a girl of her size. In thanking the officials for making the arrangements, Mr. Severn said he was sure that all had enjoyed themselves. (Applause.)

(Continued at foot of next column.)

SIR FRANCIS HENRY MAY.  
COLONY'S "HIGH APPRECIATION"  
OF HIS "EMINENT SERVICES."

The following correspondence, between the Hon. Mr. Claud Severn, C.M.G., and the Secretary of State for the Colonies is published in the *Gazette*:—

Government House, June 6th.  
My Lord. With reference to my telegram of January 22nd, I have the honour to inform your Lordship of the proceedings which have been taken in Hongkong in connection with the resignation by Sir Henry May of the office of Governor.

A joint session of the Executive and Legislative Councils was held on January 23rd, for the purpose of passing a resolution. I enclose a copy of the *Hansard* report of that meeting. I attach also a copy of the letter in which I informed Sir Henry May of the proceedings, and a copy of his letter in reply. This correspondence was published in the *Gazette*. The community has decided that Sir Henry May's eminent services to the Colony will be most suitably commemorated by the erection of his statue, and the unofficial members of the Councils have made arrangements for the collection of subscriptions in small sums in order that as many persons as possible may have the opportunity of participating. I consider this proposal a good one, and I hope it will be carried into effect. The ladies of the Colony are arranging for the presentation of a book of photographs to Lady May.

I have now received your Lordship's telegram of June 2nd, in which you report that H.M. the King has been graciously pleased to appoint Sir Henry May to a Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George. I attach an extract from the *Hansard* report of the Legislative Council held on June 4th, at which a congratulatory message was passed. This high recognition of Sir Henry May's long and honorable career has been received with much satisfaction in the Colony.

The sudden attack of illness which led to Sir Henry May's resignation has evoked many expressions of the deepest sympathy, and I may say for myself that it was with profound regret that I received the news. The six years during which I worked under Sir Henry May as Colonial Secretary covered a period of great developments in this Colony, and my close association with him during the years of the war made me appreciate his high qualities as an Administrator. I have, etc.

CLAUDE SEVERN  
(Officer Administering the Government.  
The Rt. Hon. Viscount Milner, G.C.B., etc.)

Downing Street, August 30th.  
Sir, I have the honour to acknowledge the receipt of your despatch No. 185 of June 6th, with regard to the resignation of Sir Henry May and to inform you that I have read with interest, and have much pleasure in observing, the high appreciation of Sir Henry May's services entertained by the community. I have, etc.

(Sd.) MILNER.  
The Officer Administering the Government of Hongkong.

The full results for the meeting were as follows:—

Two Lengths Handicap.—1, A. Siqueira; 2, J. Kelly.  
440 Yards Championship.—1, J. R. Johnstone; 2, D. Lyon.  
Running Header.—1, D. Laing; 2, J. Stewart.  
Two Lengths Handicap (ladies).—1, Miss B. Jennings; 2, Miss M. Ramsay.  
Two Lengths Handicap (girls).—1, Miss Gladys Ramsay; 2, Miss Rosebud Young.  
Four Lengths Handicap.—1, J. Stewart; 2, D. Laing.  
Two Lengths Handicap (boys).—1, W. Crumhart; 2, J. Ogilvie.  
Long Plunge.—1, C. A. Rodrigues; 2, A. Logan.  
Two Lengths Handicap (ladies).—1, Mrs. Bragg; 2, Miss M. Ramsay.  
Two Lengths Handicap (members).—1, C. S. Rossell; 2, J. Leon.  
Two Lengths Handicap (girls).—1, Miss Ruby Young; 2, Miss Gladys Ramsay.  
Two Lengths Team Race.—V.R.C. Team (R. C. Witchell).  
Two Lengths Hurdles.—1, L. Franco; 2, J. Soares.  
Two Lengths (Veterans).—1, S. Kelly; 2, J. Lyon.  
220 Yards Club Championship.—1, J. R. Johnstone; 2, D. Lyon.  
Two Lengths Handicap (girls).—1, Miss Vivienne Young; 2, Miss Daisy Witchell.  
High Dive.—1, D. Laing; 2, A. Logan.  
100 Yards Championship (ladies).—1, Miss M. Ramsay; 2, Miss B. Jennings.  
100 Yards Club Championship.—1, J. R. Johnstone; 2, A. Logan.  
100 Yards Championship (boys).—1, D. Lyon; 2, A. Rahmin.  
Open Team Race.—1, V.R.C. (J. R. Johnstone, R. Tatum, D. Laing, J. Stewart, A. Logan and A. Carralho).  
Ladies' Nomination.—1, R. Tatum and Miss Esme Cornell; 2, S. A. Marcel and Miss M. Rosa.  
Two Lengths Handicap (ladies and girls).—1, Miss Ruby Young; 2, Miss B. Jennings.  
Extra Team Race.—V.R.C. (J. Stewart); special prize presented by Mr. Severn, etc.  
Two Lengths Consolation Race.—1, G. Jack; 2, R. Tatum.

CLUB DE RECREIO.  
COMMEMORATION OF THE ANNI-  
VERSARY OF THE PORTUGUESE  
REPUBLIC.

The ninth Anniversary of the Portuguese Republic was celebrated at the Club de Recreio, which was gaily decorated for the occasion, by a sports meeting for children on Saturday afternoon and by a dance on Sunday evening.

There was a happy gathering of little ones on the new tennis lawn of the Club on Saturday afternoon. A Filipino string band contributed to the gaiety of the proceedings. There were twelve items on the sports programme, but at the last moment, another—the Ladies' Nomination—was added, a special prize for the purpose being offered by Mr. E. J. Noronha. At the conclusion of the sports, Mr. P. V. Botelho, the President, in calling on Mr. E. V. M. R. de Sousa to present the prizes, said the function had been a very successful one, and would serve the purpose of reminding the children of their national day. The Club was indebted to all those who had presented prizes.

The results of the events were as follows:—

20 yards race for boys under 8: 1, V. Xavier; 2, J. Figueiredo; 3, J. Souza.  
50 yards race for girls under 8: 1, M. Xavier; 2, C. Botelho; 3, K. Hyndman.  
100 yards race for boys, 8 to 14: 1, A. Gosano; 2, H. Gosano; 3, M. Oliveira.  
100 yards race for girls, 8 to 14: 1, E. Oliveira; 2, E. Hyndman; 3, H. Jorge.  
Skipping race for girls under 8: 1, Vera Hyndman; 2, M. Xavier; 3, K. Hyndman.  
Skipping race for girls, 8 to 14: 1, E. Silva; 2, C. Xavier; 3, H. Jorge.  
Sack race for boys under 8: 1, F. Santos; 2, J. Santos; 3, V. Xavier.  
Sack race for boys above 8: 1, G. Noronha; 2, G. Aquino; 3, E. Gosano.  
Pigade race for boys: 1, L. Ribeiro; 2, J. Santos; 3, J. Figueiredo.  
Potato race for girls: 1, C. Xavier; 2, W. Remedios; 3, E. Oliveira.  
Centipede race: 1, J. Luz's team.  
Consolation race: 1, A. Leite; 2, H. Noronha; 3, J. Silva.  
Ladies' Nomination Race: 1, M. A. Xavier and Miss Angela Remedios; 2, L. Gomes and Miss Ada Remedios; 3, C. Martins and Miss Gutierrez.  
The Committee consisted of Messrs. P. V. Botelho (President), V. L. dos Remedios (Hon. Secretary), J. A. Yanovich, P. A. Yanovich and D. M. Vieira. They were assisted by the following sub-committee: Messrs. P. A. Xavier, B. M. C. Cunha, A. A. Gutierrez, W. Goncalves, M. A. Simoes, T. A. Carvalho, A. Souza, C. Silva, L. B. Gomes, and O. Oliveira.

## THE DANCE.

A dance was held on the lawn of the club last night, commencing at 9 o'clock and continuing till the early hours of the morning. The club building was profusely decorated with bunting and pot plants, the national flag of the Republic and the Union Jack surrounded by a circle of other Allied flags, flanking conspicuously in the scheme. The most prominent feature of the decorations, however, were the figures "1910-1918" in vari-colored electric jets, and an oil painting representing "Liberty" between the two dates. The grounds were brilliantly illuminated, and presented an attractive scene.  
Over the centre of the lawn canvas, kindly lent by the Macao Club, was stretched for dancing, and proved an excellent floor. Over one hundred and fifty couples took part in the dance, including Mr. E. V. M. R. de Sousa (Consul for Portugal) and a number of prominent guests from Macao. Two Filipino string bands supplied the music. At midnight supper was served in a special marquee, the catering being entrusted to the Hongkong Hotel. Mr. P. V. Botelho, the President, spoke a few words about the Republic, reminding those present of the reason for the celebrations. Mr. E. V. M. R. de Sousa also made a few remarks. At about 2.30 a.m. special launches conveyed those of the company who came from Hongkong back to their homes.

THE FORTHCOMING  
GYMKHANA.

## SATURDAY MORNING'S GALLOPS.

The following times were recorded at the Racecourse, on Saturday morning, by the ponies in training for the fourth Gymkhana meeting on Saturday next:—  
Malcoln galloped a mile and a quarter in 3min. 17.5secs.  
Red Ensign covered a mile and a quarter in 3min. 5secs., taking 35.3secs. for the last quarter.  
Lord Lorne took 3min. 0.4secs. over a mile and a quarter, covering the first mile in 2min. 26.4secs. and the last mile in 2min. 19.4secs.  
Alexander galloped a mile and a quarter in 3min. 10secs., taking 3min. 27.1secs. for the last mile and 43.4secs. for the last quarter.  
Pink Eye and Bend Or galloped a mile in company, taking 2min. 24secs. for the whole distance and 37secs. for the last quarter.  
Rochester covered a mile in 2min. 22secs., taking 31.3secs. for the last quarter.  
Gentle Cat galloped a mile in 2min. 21secs., taking 32.4secs. for the last quarter.  
Rufus and Smoke Box, in company, covered a mile in 2min. 20.4secs.  
Morning Star was timed over the last three-quarters of a gallop over a mile, taking 1min. 47.1secs.  
Maybe's time over the last three-quarters of a gallop over a mile was 1min. 52.4secs.  
Scotch Box and Snuff Box went over a mile in company and were timed as having taken 1min. 55secs. for the last three-quarters.

(Other Local News will be found on Page 6.)

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[1313]

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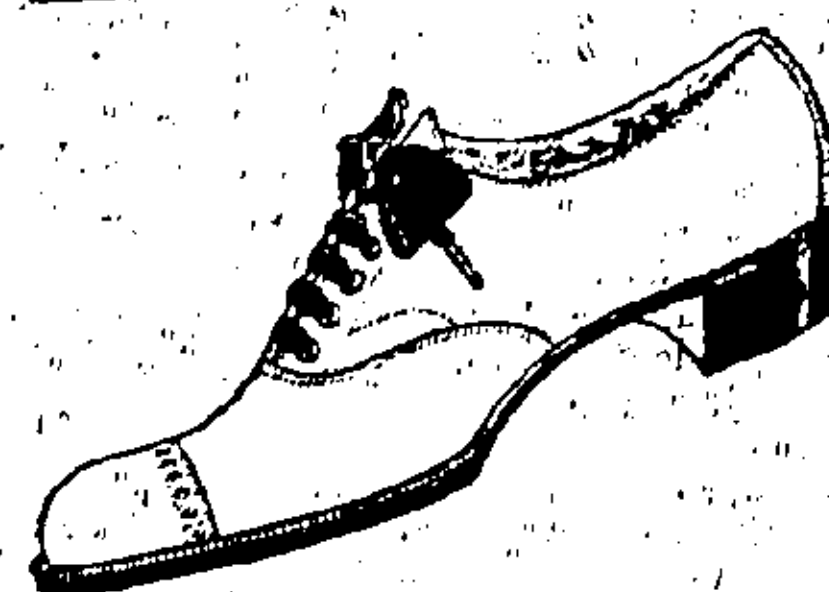
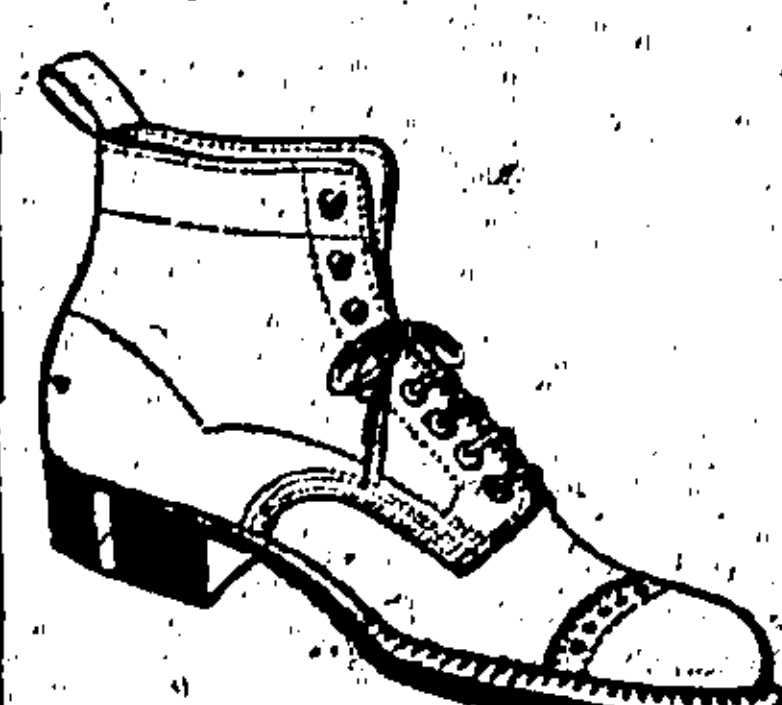
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HIGH-CLASS  
FOOTWEAR.



## NEW ADVERTISEMENTS

## HONGKONG GYMKHANA CLUB.

THE FOURTH GYMKHANA MEETING of the Season will be held at HAPPY VALLEY, on SATURDAY, OCTOBER 11TH 1919, commencing at 3.30 P.M. The Charge of Admission will be \$1 for others than Members of the Hongkong Jockey Club or GYMKHANA CLUB. Soldiers and Sailors in uniform Free. The Committee invite the Ladies of Hongkong to be present. Hongkong, October 6th, 1919. [1340]

## HONGKONG FOOTBALL CLUB.

THE 32ND ANNUAL GENERAL MEETING of Members will be held in the Offices of Messrs JARVIS, MATTHEWS & CO., LTD., (top floor) by kind permission on TUESDAY, OCTOBER 7TH, 1919, at 8 P.M. Business. Passing of Annual Balance Sheet. Election of Officers, i.e., Secretary, Treasurer and Committee. To consider any business in the interest of the Club. G. HERRARD, Hon. Secretary. Hongkong, October 6th, 1919. [1341]

## SINGING PIANOFORTE.

A N experienced LADY, Licentiate Trinity College, London, just arrived, is willing to receive PUPILS for Singing, Piano, Theory of Music, and the art of accompanying. Terms moderate. Apply Box No. 1343. Care of "Daily Press" Office. [1342]

## TO BE SOLD.

THE VALUABLE LEASEHOLD PROPERTY KNOWN AS INLAND LOTS NOS. 1247 and 1248 VICTORIA, HONGKONG TOGETHER WITH THE MESSUAGES ERECTIONS AND BUILDINGS THEREON.

INLAND LOT No. 1247 contains a total area of about 38,992 square feet. Inland Lot No. 1248 contains a total area of about 33,349 square feet.

INLAND LOT No. 1247 is held for the residue of a term of 999 years having about 935 years unexpired and Inland Lot No. 1248 is also held for the residue of a term of 999 years also having about 935 years unexpired.

The purchaser will buy the Lots subject to a Lease for 5 years from the First day of October, 1919, at rent of \$6,560 per calendar month. The vendors will, if the purchaser desires, give twelve months' notice to determine this Lease in accordance with the terms of such Lease.

The purchaser will also buy the above properties subject to a Mortgage for \$187,000 with interest at 8% per annum repayable on the 6th June, 1920.

The above-mentioned Lease and Mortgage can be inspected at the Offices of the undersigned Messrs. DEACON, LOOKER, DEACON & HARRISON before Noon on FRIDAY, the 31st day of October, 1919, at which time all Tenders will be opened and the properties deemed to be sold to the Tenderer whose Tender shall be approved of and accepted by the undersigned Messrs. DEACON, LOOKER, DEACON & HARRISON on behalf of the Vendors whose Agents Messrs. DEACON, LOOKER, DEACON & HARRISON reserve the right to accept such Tender as they please. No Tender will be considered if it is not as much as or more than the reserve price. The reserve price will be fixed by DEACON, LOOKER, DEACON & HARRISON prior to the opening of the Sealed Tenders but they shall be under no liability to disclose same.

The Tenderer whose Tender is accepted as aforesaid shall forthwith enter into and sign a Contract for the purchase of the Property in the form already prepared by the undersigned Messrs. DEACON, LOOKER, DEACON & HARRISON which can be inspected at their Office at any time during the usual business hours.

The Tenderer whose Tender is accepted as aforesaid shall also forthwith pay to the undersigned Messrs. DEACON, LOOKER, DEACON & HARRISON ten per cent of the purchase price as a deposit in accordance with and subject to the terms of the aforesaid Contract.

Dated the 6th day of October, 1919.

Messrs. DEACON, LOOKER, DEACON & HARRISON.

1, Des Vaux Road Central, Victoria, Hongkong, Solicitors for the Vendors. [1344]

## NOTICE TO CONSIGNEES.

S.S. "ECUADOR" VOY 14-OUT. FROM SAN FRANCISCO, HONOLULU, JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Hamamori and/or extra Hamamori Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit, signed by the Superintendent of Imports and Exports Hongkong, before Bills of Lading can be counter-signed.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Oct. 10th, at 10 A.M., and Oct. 11th, at 10 A.M.

All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after Oct. 11th, will be subject to No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately. PACIFIC MAIL STEAMSHIP COMPANY, Alexandra Buildings, Hongkong, October 6th, 1919. [1347]

## NEW ADVERTISEMENTS

## NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD. AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

## CONSIGNEES per Company's Steamer

"LYCAON" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after Oct. 4th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claim will be admitted after the Goods have left the steamer's Godown and all goods remaining undelivered after Oct. 10th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Oct. 24th, or they will not be recognised. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents. Hongkong, October 4th, 1919. [1345]

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

## CONSIGNEES per Company's Steamer

"TELEMACHUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after Oct. 4th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after Oct. 10th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Oct. 24th, or they will not be recognised. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents. Hongkong, October 4th, 1919. [1346]

## BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

## FLOOD CONTROL WORKS.

SEALED TENDERS will be received at the Board's Office, the Bund, Canton, until 2 o'clock P.M. on MONDAY, the 13th, of OCTOBER, 1919, for the construction of a FLOOD GATE at Maai, East River, Tungku District, about 15 miles above Sheklun, which work will form a part of the system of FLOOD CONTROL in the East River.

Drawings, specifications and other information may be obtained on application to the Chief Engineer, Board of Conservancy Works Office, the Bund, Canton, against a deposit of \$25 Canton Currency, the money being returned when the drawings and specifications are handed back to the Office.

THE BOARD OF CONSERVANCY WORKS OF KWANGTUNG, The Bund, Canton. [1331]

## PUBLIC AUCTION.

THE undersigned have received instructions from THE AMERICAN CONSUL GENERAL, to sell by Public Auction, On TUESDAY, October 7th, 1919, at 5.15 P.M., off Ah King's Slipway.

The Motor Boat "MASCOT".

Solid teakwood hull, finished in specially selected polished teak, has electric light and electric starting outfit; convenient galley, shower bath, two master berths, roomy cockpit, teak wardrobe and drawers and other modern fittings.

Length ... 35 feet. Beam ... 8 inches. Draft ... 2 inches. Motor 18 H.P. "Odo". Speed 7 Knots.

In good running order. On view day of sale and can be seen by appointment.

Terms:—Cash. HUGHES & HOUGH, Auctioneers. Hongkong, October 1st, 1919. [1328]

## A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2531.

## FLAVOURED with instructions from

The Concerned.

will sell by Public Auction, TO-MORROW (TUESDAY), October 7th, 1919, at 2.15 P.M., at his Sales Rooms.

A QUANTITY OF MISCELLANEOUS GOODS & EFFECTS.

Also 30 cases Laundry Soap, 10 cases Unsweetened Lime Juice, 3 cases Canadian best Leather, Tanned—Cash on Delivery. Hongkong, October 6th, 1919.

## INTIMATIONS

## HONGKONG CRICKET CLUB.

NOTICE IS HEREBY GIVEN that the ANNUAL GENERAL MEETING of the Members of this Club will be held in the Pavilion TO DAY (MONDAY), OCT. 6TH, at 5.30 P.M.

P. M. HODGSON, Hon. Secretary. Hongkong October 4th, 1919. [1337]

## HUMPHREYS ESTATE &amp; FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED, will be held at the Hongkong Hotel on the 10th day of October, 1919, at Noon, when the subject of the resolution, which was passed at the Extraordinary General Meeting of the Company held on the 24th day of September, 1919, will be submitted for confirmation as a Special Resolution.

"That the New Articles already approved by this meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

Dated the 26th day of September, 1919. Hongkong.

By Order of the Board, G. RAPP, Secretary. [1333]

## THE DAIRY FARM ICE AND COLD STORAGE CO., LTD.

## NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, 11th day of OCTOBER, 1919, at 12.30 o'clock in the afternoon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1919.

THE TRANSFER BOOKS of the Company will be CLOSED from October 1st to 11th, 1919, both days inclusive.

By Order, M. MANUK, Secretary. Hongkong, September 29th, 1919. [1329]

## THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

THE THIRTY-EIGHTH ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. JARDINE, MATHESON & CO., LTD., Pedder Street, Hongkong, on FRIDAY, OCTOBER 17TH, at Noon, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from October 11th to October 31st, both days inclusive.

By Order of the Board, JARDINE MATHESON & CO., LTD., General Managers. Hongkong, October 2nd, 1919. [1330]

## GULA-KALUMPONG RUBBER ESTATE, LIMITED.

NOTICE IS HEREBY GIVEN that the SHARE REGISTER of the above Company will be CLOSED from 19th September to 17th October, 1919, both days inclusive.

LOWE, BINGHAM & MATTHEWS, Colonial Registrar. Hongkong, September 29th, 1919. [1311]

## TO LET.

10, Des Vaux Road

HALF SPACE of STORE, may be used as Office at moderate rent. For terms etc. Apply—26, Ice House St. [1371]

## TO LET (UNFURNISHED).

No. 48, "STOWFORD, No. 1," Bonham Road, in excellent condition. Address—Care of "Daily Press" Office. [1292]

## FOR SALE.

"MOUNT GOUGH" No. 131, THE PEAK, 6-Roomed House with Large Garden. Apply—LOXLEY & CO., York Buildings. [1265]

## FOR SALE.

FIVE-ROOMED HOUSE at the PEAK. Apply—Messrs. HASTINGS & HASTINGS, Solicitors, No. 8, Des Vaux Road Central. [1228]

## ICHTHEMIG GUANO.

a really good manure for

## FLOWERS AND VEGETABLES

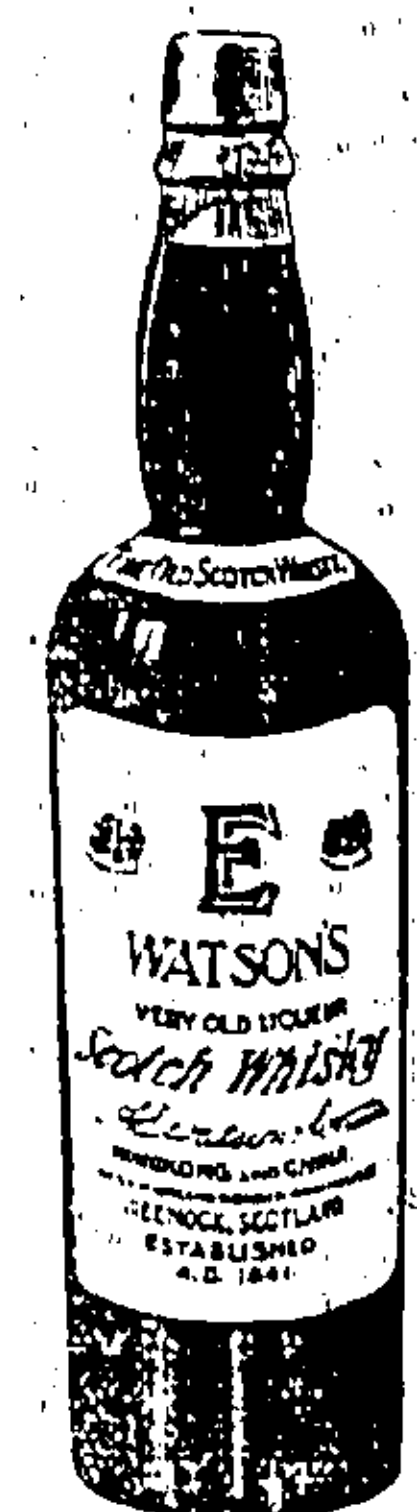
of all kinds, at 75 cents per packet.

## GRACA &amp; CO.,

Dealers in Flower and Vegetable Seeds, Toys, Postage Stamps, Post Cards, etc. No. 10, WYNDHAM STREET, HONGKONG. P.O. Box 437. [73]

## INTIMATION

## WATSON'S THE PREMIER SCOTCH. OF THE FAR



FOR 25 YEARS.

POPULARITY MAINTAINED BY ITS EXCELLENT QUALITY NOT BY EXPENSIVE WORLD-WIDE ADVERTISING.

A. S. WATSON & CO., LIMITED. WINE AND SPIRIT MERCHANTS. HONGKONG. [12]

HONGKONG OFFICE: 10A, DES VAUX ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, OCTOBER 6TH, 1919.

## A JOURNALISTIC "PLAZA TORO."

It is related that when asked how he accepted with apparent unconcern the scoldings of his little wife, a brawny navy replied: "Well, it pleases her and it doesn't hurt me." That is the explanation, also, of the forbearance we have shown whenever our little friends across the road have seen fit to fill their space and relieve their feelings at our expense.

Though we have always enjoyed reading the courtesies exchanged between the *Gazette* and *Independent* at Eaton's will we have never thought it worth while to follow that style of journalism.

We may, perhaps, be pardoned if we depart from our usual rule on this occasion and turn for a little relief from the grave strife at Home to the amusing outburst with which the *Telegraph* regaled its readers when it recovered its breath on Saturday afternoon, after the publication of an article in our issue of Friday morning headed "In vain is the snare set." The retort was not, of course, intended to be amusing, but unconscious humour is often the best.

Our contemporary has taken to heart the advice of the experienced old lawyer to his son: "When you have a bad case abuse the other side," and instead of attempting the hopeless task of refuting our arguments point by point, it follows the easier and more familiar course of indulging in a violent outburst of invective. Then, with a charming display of frankness, the world is solemnly assured that the *Hongkong Telegraph's* editorial policy is not "controlled" by any interest, vested or otherwise, nor is it dictated by its Directors, who are "solely interested in the newspaper as a business concern." "The Editor," it is added, "has an absolutely free hand in his comments,

whether dealing with the Constitutional Reform or any other question, and never does, nor is he expected to, consult the Directorate in respect of any point of policy subscribed to by this newspaper."

If we were also assured that the Directors never contribute individually to the editorial columns, or give any "indications" of their views, and that the Editors of the newspapers they direct we must not say "control"—are utterly indifferent to their known opinions, we should say that the disavowal was complete. In the words of the Irishman, however, the Editor is unable "to open his mouth without putting his foot in it." He tells us why, after being a peripatetic advocate of Constitutional reform when it seemed a long way off, he is now "damning it with faint praise." To borrow a sporting metaphor, he thinks that instead of backing a popular favourite he has put his money on an outsider. "It will not be disputed," he says, "that there is at present a strong current running against the Constitutional Reform Association's programme." In his opinion "that current has its sources, not amongst the champions of patronage and privilege, but amongst members of the Association who have seen the error of their ways and who no longer sympathise with its general policy." It is a brave admission, recalling to mind the "Pious Editor's Creed" in the "Biglow Papers:

"I do believe in 'brin' this Or that, or it may happen One way or t'other 'endest is' To ketch the people nappin' It ain't by principles nor men My prudent course is staided, I scent which pays the best, an' then Go into it headbanded."

The alleged defections from the ranks are attributed, in the first place, to many of those present at the "crowded meeting" at the City Hall being "tricked" into passing an amendment which was less popular than that submitted by Mr. McGUGAN. There was, as our contemporary knows, no trickery at all; the ordinary and proper procedure of a meeting was followed, and if there was any feeling of dissatisfaction owing to "the excusable ignorance" of a part of the audience our contemporary would be better employed in removing it than in trading upon it. Though the resolution which was carried did not go so far as Mr. McGUGAN and his supporters desired it was much more democratic than the scheme which our contemporary welcomed so warmly a year or two ago. In any case, however, we fail to understand the logic of opposing a measure because it is less drastic than some may wish and thereby making common cause with those who resist any change at all. It savours of childish petulance to say "If I cannot have everything my own way I won't play." At least it should serve to convince His Excellency that the concessions which have been asked for are only unpopular in the sense that they are too modest. Almost equally unreasonable is the second explanation that is vouchsafed of "the defections from the Association," namely that one of its leading members accepted a Government position and thereby became a unit in the Official Majority, the existence of which was, and is, a part of the Association's pledged policy to terminate. That, combined with his subsequent election as President, has cast serious doubts in the minds of many "including ourselves," on the sincerity and disinterestedness of the movement.

This reminds us of members of the Labour Party at Home who reviled their leaders for accepting Ministerial offices in which they could better serve the class they represented than by remaining in the wilderness. We have never heard, however, that any Labour men ceased to support the Labour movement as a consequence. But, though we may attribute the "doubts" that are said to have arisen to "excusable ignorance" in some cases, we are more pained and surprised than we can say to find our contemporary endorsing such opinions after working itself into such a fine frenzy of virtuous indignation over "malicious, false, and ill-mannered suggestions." Finally, in its masterly diagnosis of the "apathy which now afflicts those who were formerly amongst the strongest adherents of the Association," our contemporary declares that a false impetus was obtained by the Association through taking under its wing—not initiating—the popular questions of housing and anti-German measures. That gave a fillip to its membership which it would never have secured had it confined its activities to the one issue of Constitutional reform. Yet it is only a month or two ago since our contemporary was reproaching the Association

for not interesting itself, also, in other local questions! Consistency, we fear, is not its strong point. Although both it and its more sedate sister now urge that the question of the extension of popular control is rightly relegated to the last place in the Address of Welcome—regardless of the fact that care was taken in that document to emphasise that "it was not therefore to be regarded as the least important of our problems"—the *Telegraph* was reminding us recently that "Sir Reginald Sneyd's experience in Ceylon should qualify him to form an opinion almost immediately he arrives in the Colony, after he has satisfied himself that (not 'whether,' be it noted) the Constitutional Reform Association, is really representative of the majority of the public." Again, it declared that "it is a fact that cannot be disputed that there is far too much 'hole-and-corner' business about life in Hongkong—commercially, socially and governmentally," and yet, after the public had refused to allow an address in their name to be prepared by a little *coterie* without consulting them, it inveighed against the absurdity of this attitude and added:

"The general public is quite content to leave these matters to their leading public men, and, to talk about 'rights of the public' is sheer nonsense." It was apparently emboldened to express this opinion by an estimate that the number of people present at the public meeting for the purpose of electing a committee to draft the Address was "well within the region of 200." But we are taking our friends seriously, when on their own admission they float with the stream—except when by accident they find themselves in a backwater, as, at present over the question of representation for Kowloon. As we do not want them to accuse us later of encouraging them in taking the wrong course we must point out that we have never conceded that the Kowloon movement is not an artificial one. All we said was that we did not oppose it because we believed the agitation to be artificial. In other words, even if there was no popular demand for it we would support it if we considered it worthy of support on its merits. Our friends, on the other hand, confess: "We have taken up the cudgels in support of that claim because we know that it represents the wishes of very many Kowloonites." The cat is out of the bag again.

Mr. H. K. Holmes has been appointed assistant Land Officer.

Police-sergeant A. 45 E. Fox has been appointed a Sanitary Inspector for Kowloon City, vice Inspector W. Davitt.

Gun practice will be carried out at Stonecutters (W.) and Pakshawan (N.E.) on October 6th, 7th, 8th, 9th, and 10th, between 8 a.m. and noon.

One case (one death) of gastro-enteritis; one case (one death) of enteric fever; and one case (British) of cerebro-spinal fever were reported in the Colony on Friday.

Under instructions from the Secretary of State for the Colonies, H.E. the Governor has recognised Mr. John J. Cunningham as Vice-Consul of the U.S.A. at Hongkong.

Cox's Path will in future be known as Cox's Road, whilst the path leading from the north-west end of Cox's Road up to the west block of Government Quarters, has been named Cox's Path.

Four Filipino boys were arrested by the Police on Saturday for having stowed away on the *Euandor*, which arrived in the Colony from Manila. They came here in the hope of obtaining employment.

H.E. the Governor has received a letter of congratulation from the Governor of Macao. The letter was handed personally by the Macao Governor's A.D.C., who was accompanied to Government House by Mr. E. V. M. R. de Sousa, Consul-General for Portugal.

The *Government Gazette* notifies, for general information, that the night signals of the Hongkong Local Storm Signal Code will, for the future, be displayed from the Observatory wireless mast, as well as on the tower of the Kowloon Railway Station, on H.M.S. *Tamar*, and on the Harbour Office flagstaff.

H.E. the Governor has appointed the following officers to act as his Honorary Aides-de-Camp:—Lieutenant J. R. McConnell, 74th Punjabis; Subadar Major Roshan Khan, Hongkong-Singapore Battalion, Royal Garrison Artillery; Subadar Major Ralla Singh, 2/22nd Punjabis; Subadar Bhagat Singh, 74th Punjabis.

The *Government Gazette* contains a despatch from the Secretary of State containing a Royal Warrant respecting the grant of a war gratuity to members of Queen Alexandra's Imperial Military Nursing Service Reserve, Territorial Force Nursing Service, Nurses in Military Families' Hospital, Voluntary Aid Detachment Nursing Members, Special Military Probationers and Assistant Nurses.

FAR EASTERN CABLE NEWS. [THROUGH ROUTE'S AGENCY.] GOLD SHIPMENT TO FAR EAST.

New York, October 4th. Gold valued at \$339,000 has been transferred to San Francisco for shipment to the Far East.



# THE STRIKE SITUATION: RAILWAYMEN REFUSE ALL GOVERNMENT OFFERS: MOMENTOUS CONFERENCE OF ALL THE UNIONS: GOVERNMENT APPEALS FOR A CITIZEN ARMY: PREMIER WILL NOT RECEDE ONE IOTA FROM HIS DETERMINATION. PRESIDENT WILSON'S CONDITION GRAVE.

## LATENT CABLES. (THROUGH REUTER'S AGENCY.) LABOUR CRISIS AT HOME. RAILWAYMEN REJECT ALL GOVERNMENT OFFERS.

LONDON, October 3rd.  
An official statement issued from Down-  
ing Street says:—

The series of meetings of the Premier and Mr. Bonar Law, which commenced on October 1st, at the instance of the deputation of Trade Unionists headed by Mr. Gosling, ended this afternoon.

GOVERNMENT'S FIRST OFFER REFUSED.  
The Government, on October 2nd, proposed the following basis on which negotiations could be continued:—

Firstly, upon the strikers returning to work, negotiations shall be taken up where broken on September 26th.

Secondly, according to the Premier's offer on September 26th, the Government guarantee that there will be no reduction in wages until March 31st, 1920, and, any time after December 31st, 1919, the Government will be ready to discuss, in view of the circumstances then existing, the possible extension of that date.

Thirdly, the Government is prepared to discuss with the railwaymen any unfairness or hardship affecting any particular grade of workmen through the operation of the scheme of standardisation already proposed by the Government, and consider any anomaly as between the various grades in the application of the percentage of the increase proposed to each grade.

Fourthly, in the event of the failure to agree on any question arising out of the matter mentioned in paragraph three, the point of difference shall be referred to arbitration.

The National Union of Railwaymen refused these terms.

THE PROPOSAL FOR A SEVEN DAYS' TRUCE.  
At this morning's meeting, the Premier proposed a truce of the strike for a few days in order that negotiations might be resumed. The Railwaymen's Union agreed, but only if the Government is prepared to work out a basis of standardisation which shall operate similarly to the various grades as in the case of those grades for which a settlement has been effected. The Government rejected this proposal because the grades referred to were settled, as claimed by the railwaymen, on their special merits, and on the understanding that the other grades now in dispute would be treated on their merits and because the demand now made was only a repetition of the original scheme which had already been declined.

THE COUNTER-PROPOSALS.  
The Premier then made the following counter-proposals:—

The Government is prepared to agree to a truce of seven days, counting from the full resumption of work, in order to discuss:—

Firstly, the period of standardisation of wages;  
Secondly, any alleged unfairness or hardship affecting any particular grade of workmen through the operation of the scheme of standardisation already proposed by the Government, and any anomalies as between the various grades in the application of the percentage of the increase proposed for each grade.

DISPUTES TO BE SETTLED BY ARBITRATION.  
In the event of failure of agree upon any question arising out of the matters mentioned in the above two points, the Government is prepared to submit the disputed questions to arbitration.

The Premier further indicated that if the railwaymen returned to work on this basis the arrears of wages would be paid to them. If, at the end of five days after the full resumption of work, the representatives of the men concluded that the negotiations could not be brought to a satisfactory issue, they should undertake to give 48 hours' notice before any cessation of work occurred.

IF THE NEGOTIATIONS WERE AGAIN BROKEN OFF.

If the negotiations were again broken off the men should agree to hand over all plant in good working order, and run all trains to their destination. The men should agree to work harmoniously with the railway servants who had remained or returned to work. The Railway Executive should agree to undertake that there should be no victimisation of strikers.

The National Union of Railwaymen rejected this proposal, and the conference terminated.

A MEETING OF ALL THE UNIONS.  
LONDON, October 2nd.

Mr. Robert Williams, the Secretary of the Transport Workers' Executive, says that a committee from the conference will meet to-morrow morning after which a request will possibly be made to Mr. Lloyd George to see them again. Then the Federation will report to a further conference which, it is hoped, will be of an even more representative character. The Executives of all Unions immediately or likely to be involved have been requested to consult one another, in order to prepare for any action likely to be deemed advisable.

PREMIER INSISTS ON RESUMPTION OF WORK.

LONDON, October 2nd.

The report is confirmed from a well-informed source that Mr. Lloyd George, in to-day's conversations with the Transport Workers' Federation, did not recede an iota from the condition that the resumption of work must precede the resumption of negotiations with the railwaymen.

The Transport Workers' Deputation then returned to the Railwaymen's Headquarters, and there conferred for an hour. The Railwaymen's President states that the negotiations have not been definitely severed, but there is no progress to report.

The Transport Workers' and Railwaymen's Executives meet later to consider the whole position.

MORE CONFERENCES.

LONDON, October 2nd.

Prior to conferring with the Railwaymen's Executive, the Transport Workers' Deputation saw the Premier.

A full conference of the Transport Workers and the associated Unions was resumed this evening at Downing Street. CONFERENCE HAS NO RESULT.

LONDON, October 3rd.

A conference of the Railwaymen's Executive and a deputation of eleven with the Premier at Downing Street was broken off at 9 p.m. Mr. Thomas said that no settlement had been reached. He had nothing further to say.

SITUATION "VERY MUCH EASIER."

LONDON, October 3rd.

The deputation, accompanied by Mr. Stuart Bunning, M.P., and Mr. Bowerman, returned to Downing Street at five o'clock. The Railwaymen's Executive arrived there a quarter of an hour later, apparently in the best of spirits.

Mr. J. R. Clynes and Mr. J. Sexton left Downing Street at 7.15 p.m. and proceeded to the conference of the Unions. Mr. Clynes, in an interview, said that the position was very much easier.

DO ALL THE UNIONS SUPPORT THE RAILWAYMEN?

LONDON, October 3rd.

A deputation of eleven, representing the Transport Workers and allied Unions, again met the Premier at Downing Street this morning, in a further effort towards a settlement, prior to a full meeting of the Unions concerned, in the afternoon.

Mr. Thomas declares that the eleven representatives unanimously support the railwaymen's refusal of the Government's demand for a resumption of work before negotiations can be commenced once again.

THE MOMENTOUS CAXTON HALL CONFERENCE.

LONDON, October 3rd.

The Conference of Transport Workers and allied Unions being held at the Caxton Hall was made more representative this afternoon by the inclusion of other Unions, including the Miners' Federation.

THE VEHICLE WORKERS' UNION.

LONDON, October 3rd.

The Executive of the Vehicle Workers' Union discussed the situation at mid-night, and afterwards announced that "buses, trams, and taxicabs will run to-day. Meetings of members of the Union have been arranged or midnight on Friday to consider action."

TRAIN SCHEDULE EXCEEDED

LONDON, October 2nd.

Excluding the Underground services, over 2,400 passenger and 100 goods trains are scheduled for to-day. The reports for to-night show that the schedule has already been exceeded.

TRAIN SERVICES CONTINUE TO IMPROVE.

LONDON, October 2nd.

It is officially stated that the train services continue to improve. Forty-five aeroplanes distributed the mails throughout the country yesterday. Mails were also carried to Paris and Brussels. The congestion of mails in London is rapidly decreasing.

THE EXTENDED TRAIN SERVICES.

LONDON, October 3rd.

The trains scheduled to run to-day numbered 3,450, excluding over 900 Underground and Tube trains. Over 400 goods trains will run.

NO LACK OF FOODSTUFFS.

LONDON, October 2nd.

Regent's Park has been closed.

It will be principally used for the distribution of frozen meat and vegetables.

The Food Ministry reports that stocks of necessities are generally satisfactory, and, in some cases, exceed last month's stock. There is no lack of flour, meat, bacon, fish and other staple foodstuffs.

The London milk distribution has reached 75 per cent. of the normal. Some Provincial towns are over-supplied.

FOOD SUPPLIES INCREASE.

The Food Controller states that supplies of fresh meat have increased and the supplies of fish and potatoes are better than expected. The distribution of sugar is difficult. The retailers have been replenished with supplies of butter, cheese, margarine and tinned foods.

GOVERNMENT APPEALS FOR A CITIZEN ARMY.

LONDON, October 3rd.

Government has appealed for a Citizen Army to meet the crisis.

THE TEXT OF THE APPEAL.

LONDON, October 3rd.

The following is the text of the appeal to the citizens:—

"In the opinion of the Government, the circumstances of the present crisis are such that special measures must be taken to secure the liberty of all peaceable citizens, and to protect them in the pursuit of their ordinary work and the special work undertaken to maintain the supply of food and other necessities of the community. The numbers of the regular Police forces and the existing small forces of Special Constabulary are insufficient for this purpose.

The Government therefore invites all Lords Lieutenant, Lord Mayors, Mayors, Chairmen of County Councils, Chairmen of Standing Joint Committees and Watch Committees, Chief Constables, Town Clerks, and other local officers take steps for the formation, in all counties, cities, and boroughs, of Citizen Guards to undertake to act in co-operation with the Police in the duty of protection and maintenance of order.

They request that in each county, city, and borough, the officers above-named should form forthwith a Committee for the organisation and recruitment of such Citizen Guards. If food and the existence of the nation are to be safeguarded in the face of the menace by which they are confronted to-day, it is essential that all citizens who are willing to contribute labour should be allowed to do so without interference or apprehension.

The Government therefore appeals to all well affected men to come forward, in order that they may assist, preserve and guarantee the security of those without whose continued unimpaired exertions the life of the nation cannot be maintained."

SOME REGRETTABLE INCIDENTS.

LONDON, October 3rd.

The generally exemplary conduct in the strike up to the present was marred by ugly incidents to-day.

The train from Bristol to Paddington this morning narrowly escaped wrecking near Swindon owing to a rail and a large piece of timber being fixed on the rails. The train smashed the obstruction.

Several cases of savage attacks on volunteer workers have been reported. Vitrol was thrown on a volunteer worker at Clapham. His eyes may be permanently injured.

ISOLATED CASES OF SABOTAGE.

LONDON, October 3rd.

The military have taken over Euston station.

The Great Western Railway announces that the strikers are resuming all over the system. Present indications are that the second week-end of the strike will find a completed programme of about 5,000 trains daily throughout the country.

Isolated cases of sabotage are reported, but generally, the Police authorities declare that molestation has been conspicuously absent.

His Majesty is returning to London from Balmoral by motor.

LONDON, October 3rd.

It is officially denied that the military have taken over Euston.

MORE MEN ARE RESUMING.

LONDON, October 3rd.

An official statement issued at midday states that up to 11.30 a.m. the men's representatives had not renewed their applications for an interview with the Prime Minister.

Railway traffic has markedly improved. Goods trains particularly continue to numerically increase.

More men are resuming. The general machinery of distribution is running more smoothly daily, and retailers of food state that stocks have maintained a satisfactory level.

GOVERNMENT UNANIMOUSLY SUPPORTS THE PREMIER.

LONDON, October 3rd.

A full meeting of Ministers, presided over by Mr. Lloyd George, unanimously supported the Premier's statement that no negotiations could be entered into with the Executive of the Railwaymen's Union before the Union ordered the strikers to resume work.

APPEAL FROM THE AGRICULTURE BOARD.

LONDON, October 3rd.

The President of the Board of Agriculture has appealed to farmers to thresh immediately all the wheat possible and to transport it to the local mills, with the object of rendering the bread position safe, and adequately providing for the feeding of the people.

AT THE END OF THE FIRST WEEK.

LONDON, October 3rd.

The Federation of British Industries reports that, at the end of the first week of the strike, the general state of employment and industry appears to be excellent.

There has been little cessation of production except in industries where huge stocks of coal and material are necessary. A serious fall in production is not expected for some time.

The majority of the textile firms can carry on at full time for a considerable time.

WHY THE GOVERNMENT WITHHELD DUE WAGES.

LONDON, October 2nd.

The Government has issued a statement accepting full responsibility for the decision to withhold the payment of wages to the railwaymen, which would have fallen due for payment this week if they had not struck work.

It points out that the men had broken their contracts and stopped work without due notice, completely disregarding the effect of their action on the persons and property of ordinary citizens of which they were in charge.

They inflicted damage on innumerable people, left food to perish on which the public depended for their subsistence, put vast numbers to great expense by leaving them stranded for conveyance, and inflicted great loss on many by preventing them from reaching their destinations.

The damages in which they are liable in law are vastly greater than the amount now withheld. Different considerations may arise if the early resumption of work occurs. In the meantime, the country is still subjected to unexampled injury by the railwaymen's action.

In these circumstances, the Government would not be justified in handing over to the strikers a sum which would be used in prolonging a struggle which was undertaken without consideration for the welfare of the public and which is endangering the whole life of the nation.

A GRAVE MISTAKE.

LONDON, October 2nd.

Mr. J. H. Thomas, in the course of a statement regarding the failure of a settlement, says he understands that the other Trade Unions' whole view on the Government offer is "the same as the Railwaymen's and they are making another offer before taking any action."

He expressed the opinion that the action of the Government in withholding the men's wages was a grave mistake which would only tend to stiffen the backs of the men.

THE GOVERNMENT'S LATEST OFFER.

LONDON, October 3rd.

It is officially stated that, replying to a telegraphic inquiry from the editor of the *Liverpool Express*, Mr. Lloyd George telegraphed that "every man who returns to work immediately will be reinstated and receive the back pay due to him."

THE PRESENT SITUATION REVIEWED.

LONDON, October 3rd.

The railwaymen were not represented at the conferences with the Premier yesterday.

The attitude of the Railwaymen's Executive last evening was that their effort at bridge building had failed, and it must be left to the other Unions to decide their own action.

The Miners' Federation were represented for the first time at last evening's conference of Trade Unions, Mr. F. Hodges being present.

The sole remaining hope of the removal of the deadlock is that this conference will make a final effort to bring the parties together, but there was little evidence last evening, when the conference was adjourned, that the members are hopeful of the success of their efforts at mediation.

The Premier's insistence on the resumption of work remains an obstacle to the negotiations.

The railwaymen's leaders refuse to admit that they are beaten, and feel that the ordering of the men back without some definite assurance would be construed as an admission of defeat.

They recognise, however, that public opinion is against them, hence they are striving by vigorous propaganda, advertisements, leaflets, articles and interviews to convert public opinion to their view, but the consensus of opinion in the newspapers is that their efforts at conversion are more likely to be successful if the men resume, as the public resent the pistol held at their head.

No doubt the Government's efforts to mitigate public inconvenience, backed up by thousands of enthusiastic volunteers of all classes, from peers to artisans, has been very successful, at least in the case of London, where not merely more trains are running but the food supply is so good that the Ministry of Food has announced that canned meat need no longer be rationed.

One London station alone received by train, and dispatched to different destinations, 2,000 churns of milk yesterday.

Twelve hundred tons of potatoes were brought to London on the Great Northern trains yesterday. Tons of herrings were thrown overboard at Inverness owing to lack of transport.

The Federation of British Industries, after consultation with the Government Departments concerned, have taken measures to keep the works going by the adoption of half-time and an elaborate system of co-operation of factories, at the same time minimising distress by paying an unemployment donation where unemployment is inevitable, and supplying discharged men with fuel.

Another remarkable outgrowth of the strike is the impetus given to the coasting services which have been languishing in recent years.

The offices of the District Transport Committees in London and other ports have been besieged. Shippers of cargo have announced that Southampton and Plymouth, for the first time since the ports were closed for the war, are available for coasting traffic of foodstuffs.

Services now operating in London and 16 Provincial ports have all their tonnage space requisitioned. The canals will also have a fresh lease of usefulness.

The Ministry of Transport, which did such excellent service in France, have placed their service at the disposal of the Government. They have circulated large numbers of leaflets, and are concentrating their efforts to bring coal from the mines, also foodstuffs to the industrial districts by means of canals.

The response has been very satisfactory. Barges, long idle and in bad repair, are now in the full use of ex-officers and men experienced on the canals in Flanders.

The outstanding feature of the strike has been the triumph of the motor lorry. The prompt collection and distribution of foodstuffs by road convoys has brought home to the people the value of motor transport, more even than the more gigantic success of the motor lorry in the war.

It is not expected that the conveyance of goods by road will seriously affect the railways in the future, but there is no doubt that the motor transport service supplementing the railways will be developed.

Altogether, there is more significance than the speaker wished to convey in the remark made by one of the Transport Workers' delegates after the interview with the Premier yesterday:—"We are still hopeful. Mr. Lloyd George stiffened to-day because he thought he was winning."

Indeed, according to Labour correspondents, the tone of the deputation to the Premier had been very mild. Their chief anxiety was to prevent a sympathetic strike, and men like Mr. Robert Williams and Mr. Bevan, up to now regarded as Extremists, have played a notable part as peace-makers. Hence, it is not at all certain that a sympathetic strike will be declared at to-day's conference at the Caxton Hall.

EARLIER CABLES.

DRAIN ON UNION FUNDS.

LONDON, October 2nd.

This afternoon the Transport Workers' deputation met the Railwaymen's Executive which remains in full session while attempts at settlement continue.

It is estimated that strike pay will cost the Railwaymen's Union a quarter of a million weekly.

The Executive has ordered the pumpmen of the Severn tunnel to resume.

COMPLETING REPORTS.

LONDON, October 2nd.

It is announced that negotiations between the railwaymen and the Government have broken down in consequence of the adherence of the Government to the attitude of no discussion till work is resumed. The other Unions are still carrying on mediatory conversations.

LATER.

Most conflicting reports as regards the state of the strike negotiations have been issued. Mr. Arthur Henderson now says the negotiations are still proceeding.

LATEST CABLES.

PRESIDENT WILSON'S ILLNESS.

"A VERY SICK MAN."

WASHINGTON, October 3rd.

President Wilson's physician has summoned a nerve specialist in consultation. Though this was announced as merely a precautionary measure, and the President's condition was described as not alarming, last evening's bulletin says that President Wilson is a "very sick man."

CONDITION UNCHANGED.

WASHINGTON, October 3rd.

After two hours' consultation, a bulletin was issued at noon stating that President Wilson's condition is unchanged.

CONDITION GRAVE.

PHILADELPHIA, October 3rd.

The neurologist, Professor Dercum, who examined President Wilson on Thursday, is of the opinion that his condition is grave.

(Continued on page 6.)



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The Most Practical and Convenient Scales for Many Purposes

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Most Efficient for Heavier Retail and other Service.

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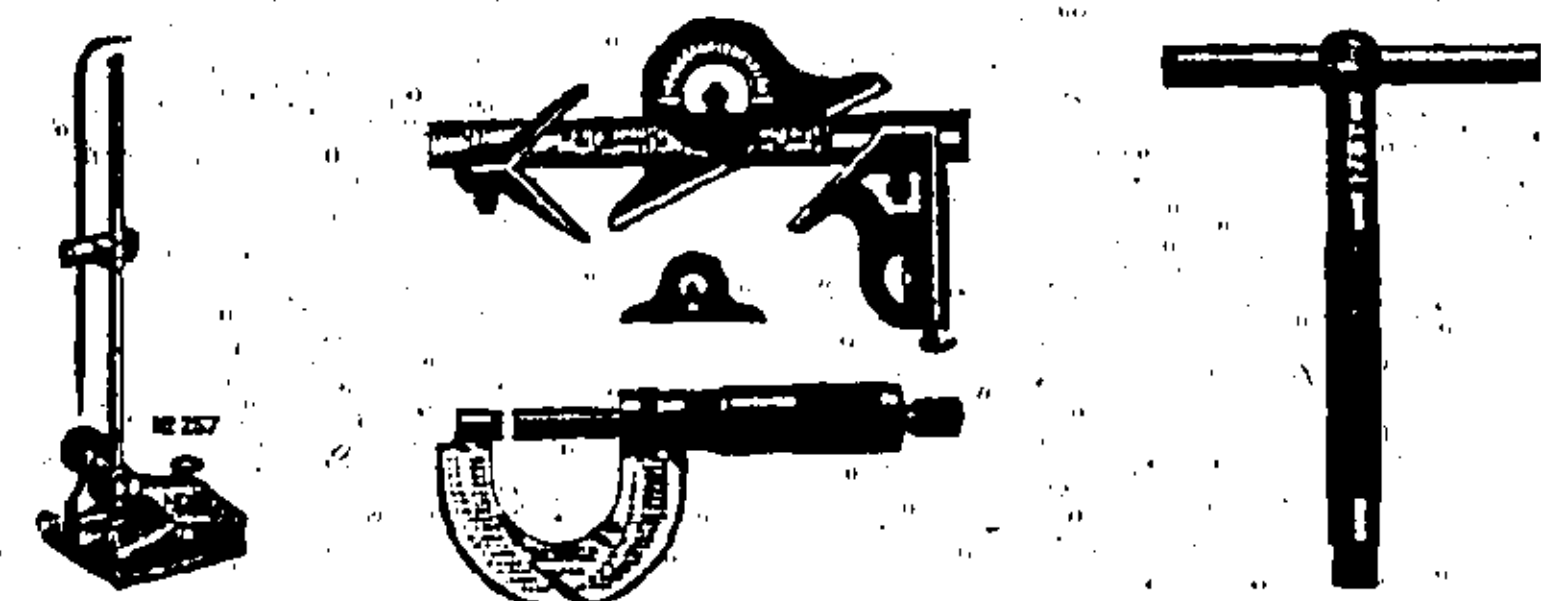
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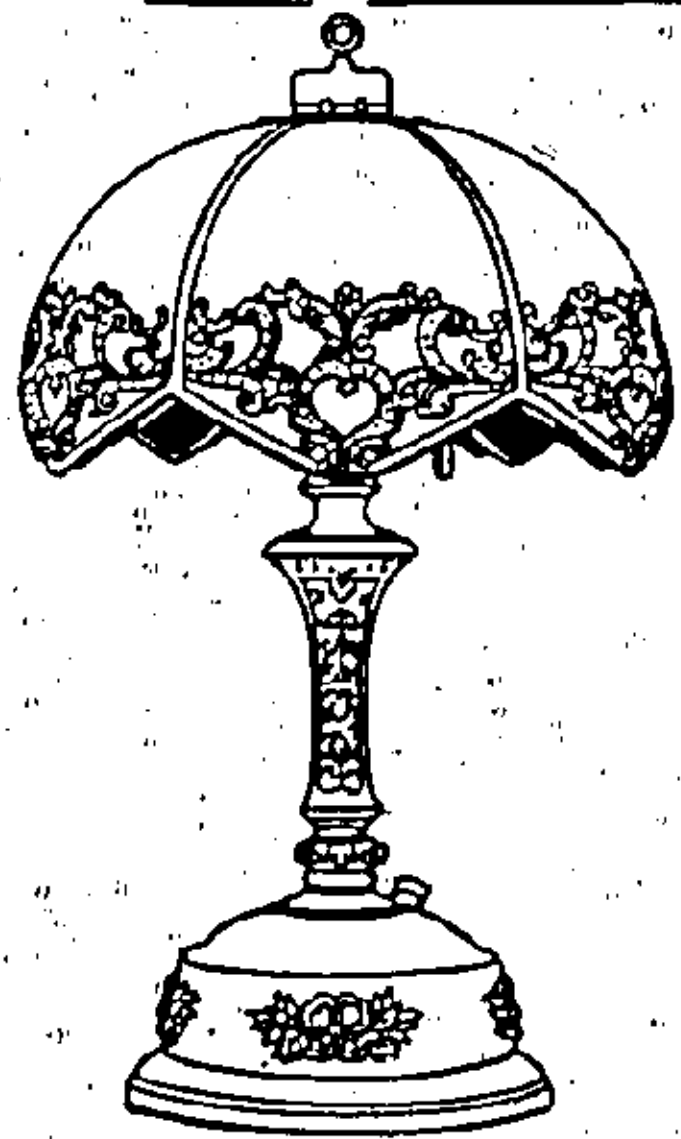
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EconomicalBurns 97% Air  
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Absolutely impossible to explode.  
No Smoke or Odour.For Particulars apply—  
**HOGG, KARANJIA & CO., LTD.**  
11, Chater Road.**CABLES.**

(Continued from page 5.)

**LATEST CABLES.**

[THROUGH REUTER'S AGENCY.]

**DISASTERS IN SPAIN.  
STUPENDOUS DAMAGE DONE.**

MADRID, October 3rd.  
The floods, news of which has already been cabled, have proved very disastrous. Hailstones smashed the roofs of the houses in Alicante and are lying five feet deep inside the houses, while all the trees and public squares, streets, bridges and railways have been washed away. A school collapsed in Cartagena, a teacher being crushed to death. No drinking water is available at Cartagena owing to the bursting of the pipes and the destruction of the wells. Torpedo boats are carrying on a mail service. It is impossible at present to estimate the casualties. Stupendous damage has been done owing to the wholesale breaking down of communications.

**INTERNATIONAL NEWS  
AGENCY.****DISSEMINATION OF NEWS FAVOUR-  
ABLE TO GERMANY.**

PARIS, October 2nd.  
Le Temps learns from Geneva that Herr Scheideemann, the German ex-Premier, took advantage of his recent stay in Switzerland to enter into conversation with various German and Swiss personages regarding the creation of a great International News Agency, whose work will be the distribution to the foreign Press, of news favourable to Germany.

**THE WAR ON HOLSHEVISM.  
POLISH ALLIANCE WITH GENERAL  
DENIKIN.**

LONDON, October 3rd.  
A Polish Military Mission has arrived at General Denikin's headquarters at Taganrog with the object of forming a Polish alliance with General Denikin. Polish troops, supported by tanks, occupied Dnuburg on the south bank of the Dvina, taking 700 prisoners and much war material.

**GOLF AT HOME.****MITCHELL WINS THE PROFES-  
SIONAL CHAMPIONSHIP.**

LONDON, October 2nd.  
In the Professional Golfers' Association tournament final, Mitchell beat Duncan by one hole. Duncan won the last tournament in 1913.

**EARLIER CABLES.****THE BALTIC STATES.****NO REASON FOR DECLINING  
BOLSHEVIKS' PROPOSALS.**

LONDON, October 2nd.  
Reuter learns that the Conference of the Baltic States at Dorpat decided, as the Baltic States have no imperialistic designs and have cleared the country of Bolsheviki, that there is no reason for declining Soviet Russia's peace proposals.

**LABOUR CONFERENCE AT  
WASHINGTON.****LATE ENEMIES MAY ATTEND.**

PARIS, October 2nd.  
The Supreme Council has decided to grant the Austrians and Germans facilities for attending the forthcoming labour conference at Washington.

**FRANCES' EVER-PRESENT  
DANGER.****FRANCE ADOPTS TRIPLE ALLIANCE  
TREATY.**

PARIS, October 2nd.  
The Chamber of Deputies unanimously adopted the Anglo-Franco-American military convention.

**THE PEACE TREATY.  
RATIFIED BY FRANCE.**

PARIS, October 2nd.  
The French Chamber has ratified the Peace Treaty by 375 votes to 53.

**RACIAL RIOTING IN U.S.A.  
DISTURBANCES IN ARKANSAS.**

NEW YORK, October 2nd.  
Helena (Arkansas) reports another racial riot in which whites and negroes were killed and injured. The disturbances were owing to the search for the murderer of a railway agent. The local authorities anticipate further trouble and have asked for troops to be sent.

**THEIR BELGIAN MAJESTIES  
ARRIVAL AT NEW YORK.**

NEW YORK, October 2nd.  
Their Belgian Majesties landed from the George Washington, which was escorted to the pier by twelve destroyers and by the fleet of yachts in harbour. The forts fired the 21-gun salute. King Albert issued a message to the Americans paying tribute to America's part in the war.

**THE SILVER MARKET.**

LONDON, October 1st.  
Silver is quoted at 64d. spot and 63d. forward. The market is steady.

**TRADE REPORT.****EXPORTS.**

RICE.—In the absence of demand, our market has further declined and "usual" rice is now quoted at \$15. But, with business firm in hand, we believe the dealers could be prevailed upon to part with their holdings at about 25 to 30 cents below those figures.

In new crop Peking, rice some business has again been done for November-December shipment to the Pacific Coast. Both the Siam and Saigon New crops promise well, and, if nothing should happen between now and harvest time, these two producing centres should have a good surplus available for export.

Some dealers are even now prepared to quote for delivery as far ahead as January-February next year, but up to this writing we have not heard of any business having been done in new crop grain. The total acreage under cultivation in the United States of America is estimated at 1,100,000 acres, being practically the same as last year. Last year, however, the crop was greatly damaged by rainy weather during the harvesting season. It is hoped that if the weather is more favourable this year the same area will give a yield of 15 to 20 per cent. more than in 1918.

Our closing quotations are as follows:—  
Siam Garden Rice \$17.  
Siam Straight Rice \$16.  
Siam Usual Rice \$15.  
Saigon Long Rice \$14.50.  
Saigon Round Rice \$14.  
Wuhu White Rice \$11.

CHINESE TOBACCO LEAF.—Stocks of Nanking No. 2 are exhausted. About 2,000 bales of the No. 1 quality are still available but holders are asking about \$75 per picul without, so far, finding buyers at this high limit.

GALLIUM.—Some business has been done in this article, and the market went up to \$40, but at the close there were sellers at \$38 without finding buyers.

ASSURED AND CASSIA OILS continue neglected.

SAIGON (ASSIA).—We have not heard of any business in this line. The 4/10/4 assortment can be had at last week's quotation.

TIN.—There is nothing doing. OILS GENERALLY.—No business is reported.

LARD.—Both the French and Italian markets are in need of supplies, but the limits so far offered are quite unworkable.

The South American markets have bought a few more small lots for November shipment.

The closing rate for "New tins" is \$36.50 and per "Old tins" \$35.50.

**ARMED ROBBERY AT  
TOKAWAN.****CHINESE GIRLS' SCHOOL  
ATTACKED.**

An armed robbery was committed in the Chinese girls' school, belonging to the London Mission, at Tokawan, on Saturday night, and a student teacher was stabbed in the arm with a dagger.

It appears that two student teachers and an old man, who was keeping their company, were sitting in the hall talking, when suddenly four men, armed with knives, made their appearance. One man stood guard at the door while the other three walked into the hall and ordered the inmates to remain silent on pain of death. One of the girls attempted to call out for help, and she was stabbed, though, fortunately, not seriously. The inmates were then taken to an outhouse, where they were tied up and gagged.

The robbers ransacked the premises and stole jewellery and clothing to the value of \$20. The Police arrived on the scene later and made a thorough search of the premises but without result. They hope, however, to lay their hands on the robbers in the course of the next few days.

**CHINESE WOMAN ASSAULTED.****INDIAN WATCHMAN IMPRISONED.**

At the Magistracy, on Saturday, Dewan Singh, an Indian watchman of the Kowloon Dock, was charged with assaulting a woman labourer employed at the Dock on October 2nd.

The woman stated that at 9 o'clock on the night in question she was carrying a basket containing the boiler parts of a launch when defendant made an improper suggestion to her. She did not reply, but continued on her way to the launch. On her return defendant assaulted her with a bamboo pole.

Defendant stated that witness had a grievance against him and was making a false accusation. He denied having quarrelled with the Chinese. "Why should we have quarrelled?" he asked. "Indians and Chinese never go against each other."

Mr. Smith sentenced defendant to six weeks' hard labour.

**DOG'S FLESH AS FOOD.****CHINESE IMPRISONED.**

A brown dog was missing from No. 53, Battery Street. Its mistress, a Chinese woman, searched for it in vain, and offered a reward without result. Then it dawned upon her that her next door neighbour was fond of dogs—both live and dead ones. She visited the flat, and, as nobody else was there at the time, she examined the place. Suddenly she noticed a dog's ear, brown in colour, in the back yard, but the rest of the animal was not attached to it. She informed the Police and a detective visited the place. The tenant, who was at home on this occasion, greeted the detective cordially, and showed him some flesh, which he described as "cow's meat." Unfortunately, there was a large piece of hairy skin also in the pot that was identified as a portion of the missing dog. The man was arrested and was charged, on Saturday, with stealing a dog and slaughtering it for food. He received six months' hard labour.

**THE VICTORIA****COME TO-NIGHT**AND ENJOY THE FINE PROGRAMME  
OF PICTURES AND MUSIC NOW  
BEING PRESENTED.PACKED HOUSES ARE EXPERI-  
ENCED EVERY NIGHT.STRING BAND FROM THE  
"ECUADOR" WILL PLAY A CAPITAL  
SELECTION OF MUSIC TO-NIGHT.YOU SHOULD NOT MISS SEEING  
THE BOXING MATCH BETWEEN  
CARPENTIER AND SMITH.**NOTICE TO CONSIGNEES.**

S.S. "ARCHER" VOY. P-OUT.

FROM SAN FRANCISCO AND  
MANILA.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Oct. 7th, at 10 A.M., and Oct. 9th, at 10 A.M.

All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognized.

No Claim will be admitted after the goods have been left in the Godowns, and all goods remaining undelivered after Oct. 8th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP COMPANY,  
As Operators, U.S. SHIPPING BOARD,  
Hongkong, October 2nd, 1919. [1332]

**NOTICE TO CONSIGNEES.**

THE P. &amp; O. S. CO.'s Steamer

S.S. "KHIVA"

Arrived Hongkong, 30th September, 1919

FROM LONDON, MALTA, MARSEIL-  
LES, PORT SAID, BOMBAY,  
COLOMBO & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as the goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer.

Goods not cleared within eight days, including date of arrival, will be subject to rent.

No Fire insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. Goddard & Douglas, at 10 a.m., on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO.,  
Agents,  
Hongkong, September 30th, 1919. [1319]

**BANK RETURNS FOR SEPTEMBER.**

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended September 30th, 1919, as certified by the managers of the respective banks are as follows:—

Banks.	Average Amount.	Specie in reserve.
Chartered Bank of India, Australia and China	\$ 9,129,554	\$ 1,000,000
Hongkong and Shanghai Banking Corporation	25,747,133	17,000,000
Merchants Bank of India, Ltd.	1,033,405	550,000
Total	\$36,270,133	\$22,550,000

\* Sterling securities deposited with the Crown agents valued at £340,000.  
† Securities with the Crown agents £125,000.

**P. & O. S. N. COY.**

THE Twin Screw

**S.S. "PRINZESSIN"**will be despatched from Hongkong  
on or about OCTOBER 21st.Taking THROUGH PASSENGERS  
& CARGO to  
MARSEILLES & LONDON.For Passage and Freight apply to—  
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[1331]

**THE PENINSULAR AND  
ORIENTAL STEAM  
NAVIGATION CO.**STEAM FOR STRAITS, CEYLON,  
BOMBAY, EGYPT, MEDITER-  
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Batavia, American, Continental,  
and South African Ports.**THE Homeward Mail Steamer**

"DILWARA"

carrying His Majesty's Mail, will be  
despatched from this port about OCTOBER  
6th, 1919, taking Cargo for the above Ports.Passenger accommodation in the connecting  
vessel, if available, secured before departure  
from Hongkong.Silk and Valuable Cargo for Italy, France  
and London (under arrangement) will be  
conveyed by this Steamer proceeding to  
Bombay and there transhipped to the  
on-carrying Steamer for Marseilles and  
London.Parcels will be received at the Office until  
3 p.m. the day before sailing. The contents  
and value of all packages are required.For further particulars, sailing dates, etc.,  
Apply to—MACKINNON, MACKENZIE & CO.,  
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[76]



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estimated.Without Fresh Milk children  
cannot thrive.The purity and quality of our  
milk is guaranteed.Beware of adulterated and  
impure milk.**HALF A CENTURY REPUTATIONS**

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[valuable for diseases of these important organs  
Gravel, Pains the Back, Gout, Rheumatism, etc.  
Pills 8s., leading Chemists, or post free. Dr. L.  
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Cassini; New York, 90, BROADWAY STREET;  
Toronto, 174, MANNING LANE; Australia, 21, COLLEGE  
Sydney and Brisbane; New Zealand, 21, COLLEGE  
Auckland, Christchurch, Dunedin, Wellington,  
and India, B. K. PAUL & Co., Calcutta.]

[110]

**THE NEW FRENCH REMEDY.**

**THERAPION NO. 1  
THERAPION NO. 2**  
[This Remedy is a French Preparation of the  
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valued by leading Chemists, Paris, London, New  
York, and all the great cities of the world.  
It is a French Preparation of the most valuable  
medicinal plants, and is valued by leading  
Chemists, Paris, London, New York, and all  
the great cities of the world.]

[111]





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Corner of Halphong & Hankow Roads.  
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**TWO** Minutes from Ferry and Railway station. This Hotel has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.

Cuisine under personal supervision of the Proprietor.

**BAR AND BILLIARD ROOMS.**  
TERMS MODERATE.

Special Arrangement for Families on Application to—  
**J. H. OXBERRY,**  
Proprietor.  
[510]

**"ASAHI BEER"**



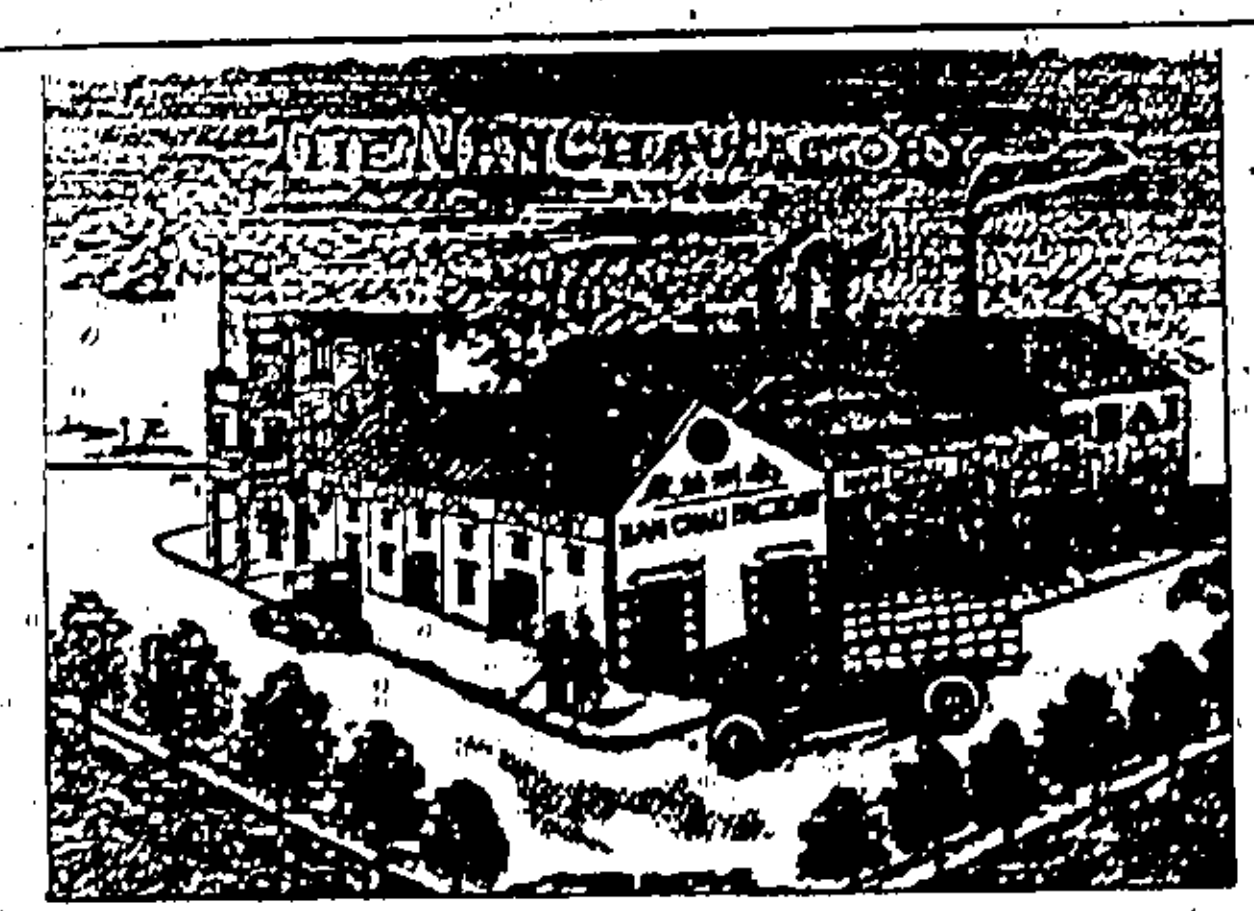
**SOLE AGENTS**  
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**TABAQUERIA FILIPINA.**



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IN Manufactures the most Important Point is Improvement, and in Dietetics Cleanliness. Science always insists on these Maxims.

Groundnuts or Peanut Oil can be used as a substitute for Olive Oil Butter or Lard, but when Slightly Dirty is injurious to health.

In China, by the Ordinary Methods of Extraction, Dirt and Dust are not guarded against. Our Method shows a great advance. By the use of New Machinery and New Methods Scrupulous Cleanliness is Assured.

Our Machinery during the Process Filters the Oil, while our Factory is Free from Dust. Our Oil is Clear, Sweet and Fragrant; and compares most favourably with other Oils used for Culinary purposes: there is no residue.

Prices are moderate so as to induce new business.

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**NAM CHAU OIL FACTORY,**  
Office:—No. 23, Connaught Road West, HONGKONG.  
Factory:—No. 36, Kwai Lin Street, SHAMSHUPO.  
This Sole Proprietorship of this concern belongs entirely to a Chinese Citizen.

### "IN-DIRECT" ACTION.

#### MR. CLYNES ON PLAYING AT REVOLUTION.

The National Federation of General Workers represents a combination of 138 Industries, with a membership of 992,209, including 150,450 women, and at its annual General Council meeting, held at Manchester on August 14th, Mr. J. R. Clynes, M.P., who delivered the presidential address, said while he intended to express his personal views, those views were, in the main, the opinions of the Executive and of the members of the Federation.

After reminding the delegates that fifty-one years ago the first Trades Union Congress was held in Manchester, Mr. Clynes said the Trade Union part of the workers' battle had been won, but the economic battle had to be faced, and if they made a wise use of the political power which they had secured they could, he believed, win through in the struggle for economic emancipation. For centuries our manual workers had been politically and economically in a state of servitude; now they were on the threshold of complete freedom.

#### THE NEWEST REMEDY.

Problems had changed from year to year, Mr. Clynes continued, and they produced demands and new calls for remedies. The most recent of these was called "direct action." I believe it to be misnamed, Mr. Clynes went on; I believe it would do no more than bring us round after enormous loss to the point where we began. It is now plain that direct action has suffered such severe discredit by the events of the past few days that the view held in some quarters that concessions have been won from the Government by the threat to take direct action is a pretence so thin that no one will be deceived by it. I think it better that the plan should stand discredited than that labour should have to suffer loss and damage which would have resulted from an attempt to carry out the threat of direct action.

#### MOST TO LOSE, LEAST TO GAIN.

Let us consider the policy as it might affect the membership of this Federation. Our members have most to lose and the least possible to gain from the movement which would direct the industrial energies of the organised workers towards remodelling the political or economic conditions of people in Russia or elsewhere. Direct action cannot remove the economic and social grievances of our own class in this country. Those grievances are our first responsibility, and to strike for a vague, ill-defined or alien purpose would be to squander the resources of the workers without the slightest prospect of permanent, social, or industrial improvement. In that sense direct action would turn out to be the most indirect and most roundabout way of trying to improve the wage-earners' position. We must refuse to be made a tool for trying to attain the ambitious political ends of those who have their eyes on events in remote parts of the world more than on conditions here at home.

#### PLAYING AT REVOLUTION.

It is folly to ask for strikes in this country in a way which would at best leave us unchanged in regard to a better standard of living. Inevitable discontent, following upon a great world struggle, might, of course, be thought to be an opportunity for a dictator, it might be the proper moment for playing at revolution, but the workers collectively interested must be lifted above the recklessness of men who fail to see that the workers themselves now possess political power wholly sufficient to secure their position alone through the agency of Parliament, and without any sacrifice whatever of the greatest and most enduring economic changes. (Cheers.) We all want revolution in a sense. We want a new and improved standard of life for the masses of the people, in which overwork and poverty will vanish, but the changes we desire would be beneficent and lasting if they came through constitutional efforts by the will of majorities and through the general acceptance of the people. (Cheers.)

#### MR. BEN TILLET'S SUGGESTION.

Mr. Ben Tillet, in moving a vote of thanks to the president, said if direct action were intelligible, scientific, well-organised, and accepted constitutionally by the workers, he would be enthusiastic for that development, but they had to set experience and education against academic, Russian theories. There were some people he had in mind who ought to be put in harness for ten years before being allowed to explain their opinions at all.

Mr. C. Duncan, in seconding, said there was plenty of room for a revolution in the Trade Union movement, seeing that there were nine millions still unorganised, so that at present each Trade Unionist had to carry two non-Unionists on his back.

#### ANOTHER BIG CONTRACT LOST.

A Correspondent writes: "To the big contracts overseas, which we are weekly losing through the suicidal strike mania, is now expected to be added an important order about to be placed by the De Beers Company for £1,000,000 of new machinery for the South African Diamond mines. Were it possible, the directors would much prefer to give this country the benefit of this large business, even at enhanced prices as compared with those of foreign competitors. A time limit is, however, essential for the delivery of the machinery in question and to this, in view of the present labour situation here, British manufacturers generally find themselves unable to agree. As a result, it is anticipated the order will have to be placed in America. Enquiries made in other circles yesterday have also elicited the fact that largely, for similar reasons, it is now next to impossible to place contracts in this country for copper-wire."

—Daily Telegraph.

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Distributors for

**COLE DODGE & OLDSMOBILE Cars,**  
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We stock Spare Parts also carry a complete line of Auto-Accessories and Motorboat Fittings.

Motor Car Storage  
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Repairs of all descriptions under European supervision.  
Re-painting a speciality.

Inquires and Inspection Invited.

Call at our Motor Garage.  
(No. 7, Russell St.) or Phone 659.

### JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TIJIBODAS	JAPAN	13th Oct.	15th Oct.	JAVA
TIJIMANOER	JAVA	17th Oct.	28th Oct.	JAVA
TIJIKINI	JAVA	28th Oct.	3rd Nov.	SHANGHAI
TIJILWONG	JAVA	30th Oct.	8th Nov.	JAPAN

\* Wireless Telegraphy.  
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.  
For Particulars of Freight and Passage apply to the  
**JAVA-CHINA-JAPAN LIJN.**  
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## FOR NEW YORK.

### AMERICAN ASIATIC S.S. CO.

## S.S. "SLAVIC PRINCE"

will be despatched for NEW YORK via SUEZ CANAL on or about  
**December 1st.**

For Freight and further particulars, apply to—  
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Agents  
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## SHIP REPAIRERS.

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## OXY-ACETYLENE & ELECTRIC WELDERS.

## MECHANICAL & ELECTRICAL ENGINEERS.

## TAKOO DOCKYARD & ENGINEERING COMPANY

OF HONGKONG, LIMITED.

—DRY DOCK—  
Length 787 Feet.  
Length on Blocks 750 Feet  
Depth on Centre of  
Sill (H.W.O.S.T.) 34 ft. 6 ins.  
—THREE SLIPWAYS—  
Capable of Handling Ships Up  
to 3,000 Tons Displacement.  
Electric Crane at Sea Wall, Capable of  
Lifting 100 Tons at 70 Feet Radius.

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TELEPHONE No. 212.  
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BAGGAGE collected, forwarded and insured at lowest rates.  
Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing Sailings and Fares from the Far East to all parts of the World will be forwarded free on application.  
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Also SHANGHAI, PEKING, YOKOHAMA, MANILA.  
Chief Office:—LUDGATE CIRCUS, LONDON, E.C.



## SHIPPING NEWS

## ARRIVALS.

October 3rd.

*Daitoku Maru*, Japanese str., 692 tons, Capt. Nishina, from Keelung, with a cargo of coal.—O.S.K.

*Kapanga*, French str., 177 tons, Capt. Pannier, from Haiphong and Pakhoi, with a general cargo.—Suez Soc.

October 4th.

*Alvion*, Chinese str., 305 tons, Capt. Leung Hing, from Pakhoi and Hoihow, with a general cargo. (Chiat Co.)

*Ching Choo*, British str., 1,228 tons, Capt. Partridge, from Bangkok, with a general cargo. B. & S.

*Barrambert*, British str., 1,336 tons, Capt. Watson, from Canton, with ballast.—Doddwell & Co.

*Delaware*, British str., 3,400 tons, Capt. Babb, from Shanghai, with a general cargo.—M. M. & Co.

*Dora*, Norwegian str., 510 tons, Capt. Tobiassen, from Cherbourg, with a cargo of sugar. Thoresen & Co.

*Esquador*, American str., 3,435 tons, Capt. Thompson, from San Francisco, which port she left on August 23rd, with a general cargo.—P.M.S.S. Co.

*Habon*, British str., 1,270 tons, Capt. Evans, from Swatow, with a general cargo. Douglas & Co.

*Hannan*, British str., 641 tons, Capt. Paze, from Canton, with ballast.—P. S. & Co.

*Kasuga Maru*, Japanese str., 982 tons, Capt. Takato, from Keelung, with a cargo of coal. Fukukawa.

*Koshi Maru*, Japanese str., 2,016 tons, Capt. Fusano, from Manila, with a general cargo.

*Kwangtung*, Chinese str., 1,338 tons, Capt. Sangster, from Shanghai, with a general cargo. C.M.S.N. Co.

*Lynx*, British str., 1,911 tons, Capt. Walker, from Singapore, with a general cargo. B. & S.

*Peleus*, British str., 4,800 tons, Capt. Mansfield, from Singapore, with a general cargo. B. & S.

*Taiwan Maru*, Japanese str., 1,267 tons, Capt. Kasai, from Surabaya, with ballast.—Sato.

*Telenor*, British str., Capt. Elford, from Singapore, with a general cargo. B. & S.

*Yoda Maru*, Japanese str., 1,352 tons, Capt. Ohsumi, from Moiki, with a cargo of coal. M.B.K.

October 5th.

*Hakushin Maru*, Japanese str., 826 tons, Capt. Kanetsune, from Dairen, with a general cargo. M.B.K.

*Hoshi Maru*, Japanese str., 1,887 tons, Capt. Hashimoto, from Boinbag, with a general cargo. M.B.K.

*Shanahat*, British str., 1,893 tons, Capt. Monckton, from Canton, with a general cargo. B. & S.

## PASSENGERS.

## ARRIVALS.

Per s.s. *Dilwara*, on October 4th:—Mr. and Mrs. Bisby, Mr. and Mrs. Hickey, Mrs. Jones, Major Knaggs, Mr. Walker, and Mr. Penrith.

Per s.s. *Esquador*, on October 4th:—Miss Alice I. Biedski, Miss V. W. Butler, Miss Thomas Burke, Miss May Burke, Miss Martina Burke, Miss E. H. Burt, Mr. W. W. Berg, Mrs. E. E. Burt, Mr. E. Burchay, Mr. R. E. Bergerson, Miss Elvey Cole, Mr. R. E. Cuyuan, Mr. H. Cushing, Mr. C. Clarke, Mr. H. Crombie, Mr. J. Y. Cortez, Mr. E. Crosswait, Miss Eliz Davidge, Mrs. E. E. Donohugh, Mr. A. J. Daniels, Mr. and Mrs. C. H. De Villiers, Mrs. G. Davis, Miss Eleanor Davis, Mr. and Mrs. M. Embshaw, Miss S. Encarnado, Mr. W. R. Platteau, Miss Consuelo Felix, Mr. E. A. Fouts, Mr. and Mrs. G. E. Ford, Mr. and Mrs. J. A. Fortune, Mr. J. Fabreza, Mr. F. Fabreza, Miss Elizabeth Green, Mr. F. W. Greene, Mr. and Mrs. E. Gardner, Miss M. Gardner, Lt. Comer, Gillespie, Mr. A. W. Hamilton, Miss Hughes, Mr. J. Jones, Miss P. Jones, Mr. Chas. Kluck, Mrs. A. Keer, Miss Margery Kerr, Mr. J. B. Laing, Mrs. M. E. Martin, Mrs. L. E. Manley, Mr. H. E. Marchant, Miss H. J. McPherson, Miss O. E. McPherson, Mrs. L. C. Manders, Miss E. L. Montgomery, Miss Marion R. Nims, Mr. E. A. Nelson, Mr. V. Oseer, Mr. N. R. Price, C. A. Paulden, Mr. T. H. N. Price, Mr. C. Rogers, Mr. M. Robertson, Mr. S. B. Rogers, Mr. F. D. Scanlan, Mrs. S. D. Scanlan, Mr. and Mrs. E. M. Savage, Mr. B. Soumer, Mr. Harry Thompson, Mr. A. M. Pimble, Mr. E. Chaldo, Mr. F. B. Wrenke, Mr. and Mrs. N. S. Wright, Miss Clara I. Wright, Mr. and Mrs. E. C. Walters, and Mr. B. F. Ward.

## DEPARTURES.

Per s.s. *Tenyo Maru*, on October 3rd:—Miss Aranda, Mrs. A. L. Ammen, Mr. R. Appel, Mr. R. Bronk, Capt. H. W.

S. Boerma, Mrs. W. H. S. Boerma, Mr. P. Boerma, Miss P. Boerma, Messrs. F. Bortolotti, Y. Bowman, Mr. and Mrs. F. Blok, Mr. H. J. Baker, Mr. and Mrs. H. de Blank, Mr. H. Conway, Mr. and Mrs. S. Concepcion, Capt. J. Doyle, Mr. and Mrs. A. J. Dykstra, Mr. A. L. Ellet, Messrs. F. A. Gregory, L. Goldenberg, L. A. Grashuis, Mrs. Hodges, Miss Hingdon, Mr. and Mrs. W. Hamilton, W. Haines, C. H. Hodges, S. P. Harduz, T. W. Jenkins, Mr. and Mrs. T. Kundz, Mr. and Mrs. Miss Krayenbrink, Mr. and Mrs. Kraysmen, Mr. K. M. Klop, Dr. and Mrs. K. Majima, Mr. B. Minobe, Mr. and Mrs. H. M. McClure, Mr. J. McDonald, Mr. and Mrs. H. Oly, Mr. and Mrs. T. H. Peck, Mrs. E. Pike, Miss G. Pike, Miss A. van Holst Pollekan, Mr. W. Robillard, Mr. H. Rowe, Mr. H. Bapp, Mr. R. Sanger, Miss T. Shannon, Mr. T. P. de Taverna, Mr. J. P. Thompson, Mr. R. Weil, Mr. R. Weinberger, Rev. and Mrs. W. S. P. Walsh, Mrs. T. H. Woods, Mrs. Wittvrongshel, Mr. A. G. F. Young, Mr. Young Neau, Mrs. T. P. Fuentes, Mr. E. Farre, Mr. A. G. Olyphint, Mr. A. Rasmstrup, and Mr. J. W. Wheeler.

## MOVEMENT OF STEAMERS

The American and Manchurian line s.s. *City of Florence*, from New York, is expected to arrive on October 14th, and the American and Oriental line s.s. *Minerva*, from New York, is due to arrive on October 10th.

## SHIPPING ITEMS

Messrs. Jardine, Matheson & Co., Agents for Indo-China Steamship Company, have completed arrangements for a regular service of steamers between Pukou, Shanghai, Hongkong, and Canton. The new enterprise is partly due to the initiative of Mr. Tweedie, the company's agent at Nanking.

## WEATHER REPORT.

"October 5th, at 11.00.—Returns from the majority of stations are lacking, and no weather map will be issued.

"Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 10.32 inches, against an average of 77.06 inches.

"The forecast for the 24 hours ending at noon to-day is as follows:—

## DISTRICT

## FORECAST.

Hongkong to Gap Rock — N. wind, fresh, fine.

Formosa Channel — None.

South Coast of China between Hongkong and Lamook — None.

South Coast of China between Hongkong and Hainan — None.

## UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:—

Address: From  
Teichowdeng Neebongdong Shanghai  
Yankee Street Amoy  
Hong W. Sing Amoy  
Kwong Shing Chong Takow  
Kwong Wo Shing, East Des. Amoy  
Voux Amoy  
Toongyacking Kobe  
Kienlung Co., Yensien St. Shanghai  
Chunzang, Wosing West St. Shanghai  
Widato Tokio  
Manyuewing Amoy  
Baranyakawko, c/o Japanese Consulate Kobe  
Paklat Kobe  
Abakobel Kobe  
Cheongnuk, Pottinger Street Shanghai  
Kungles Shanghai  
Nagase Osaka  
Robert Carter St. George Kobe  
Hotel Kobe  
Cheong Hock West St. Shanghai  
Fukwaya Kobe  
Onlee Kobe  
Townsend Kobe  
Chong Wah Tea Club Amoy  
Wong Fongvic, Tai On Chan Amoy  
Hotel Chafoo  
Bangalow Yokohama

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

Address: From  
C. A. Beirwolf Paris  
H. J. Eddo, American Consulate San Francisco  
Lanco Pandong  
Nuttall Bangkok  
W. Gable, c/o Sailors Home Singapore

## P. &amp; O.-BRITISH INDIA &amp; APCAR LINES

(COMPANIES incorporated in ENGLAND)

TO STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

## SAILINGS FOR MARSEILLES AND LONDON

VIA STRAITS, COLOMBO AND PORT SAID.

SS.	Leave Hongkong about	Due Marseilles about	Due London about
"PRINCESS"	31st Oct.	31st Nov.	1st Dec.
"KHIYA"	1st Nov.	3rd Dec.	15th Dec.
"NOVARA"	7th Dec.	8th Jan.	17th Jan.

## FOR BOMBAY VIA STRAITS &amp; COLOMBO.

SS.	Leave Hongkong about	Due Bombay about
"DILWARA"	6th Oct. Noon	15th Oct.
"DUNERA"	12th Nov.	29th Nov.

## FOR CALCUTTA VIA STRAITS &amp; RANGOON.

SS.	Leave Hongkong about	Due Calcutta
"GREGORY APCAR"	17th Oct.	28th Oct. (Kobe)
"DUNERA"	24th Oct.	30th Oct. (Shanghai)
"NOVARA"	7th Nov.	31st Nov.

## FOR SHANGHAI MOJI, KOBE, etc.

SS.	Leave Hongkong about	Due Yokohama about
"GREGORY APCAR"	17th Oct.	28th Oct. (Kobe)
"DUNERA"	24th Oct.	30th Oct. (Shanghai)
"NOVARA"	7th Nov.	31st Nov.

## WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freight, etc., apply to  
MACKINNON, MACKENZIE & CO.,  
22, Des Voeux Road Central, HONGKONG.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LTD.

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamer	For	Date of Arrival	Date and Time of Departure
"ST. ALBANS"	Sydney, via Queensland Ports	6th Oct.	Early Nov.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.

A fully qualified Surgeon and Stewards are carried on each vessel.

For Passage Rates and further particulars, apply to—

GIBB, LIVINGSTON &amp; CO., AGENTS

## NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN &amp; MANCHURIAN LINE

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

Steamer	Leave Hongkong	Due
"EURYMEDON"	via Panama	15th Oct.
"EURYATES"	via Panama	21st Oct.
"EURYCLIDUS"	via Panama	28th Oct.
"CITY OF NEWCASTLE"	via Suez	30th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD &amp; SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON REISS &amp; CO., CANTON.

## INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
DAILY & NEWCASTLE	"LOKANG"	Tues. 7th Oct., D'light
STRAITS & CALCUTTA	"CHAKSANG"	Thurs. 9th Oct. 3 p.m.
KOBE	"YATSHING"	Thurs. 9th Oct. 5 p.m.
MANILA	"YUENRANG"	Fri. 10th Oct. 3 p.m.
STRAITS & CALCUTTA	"LAISANG"	Tues. 14th Oct. 3 p.m.
KOBE	"FOOKSANG"	Fri. 17th Oct., D'light
MANILA	"LOONGSANG"	Fri. 17th Oct., 2 p.m.

CALCUTTA LINE.—This Line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong as to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

BALPHONG LINE.—Sailings approximately weekly or passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Labad Dain.

TIENSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chafoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS, ALL European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage apply to

JARDINE, MATHESON &amp; CO., LTD.

Telephone No. 215.

General Managers.

Telephone No. 215.

Telephone No. 215.

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## CP &amp; OS

## SAILINGS

## HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (\*Moj) Kobe &amp; Yokohama)

STRAITS From HONGKONG Due VANCOUVER

STRAITS	From HONGKONG	Due VANCOUVER
Empress of Russia	Oct. 30	Nov. 17
Empress of Japan	Nov. 5	Nov. 26
Empress of Asia	Nov. 27	Dec. 15
Monteagle	Dec. 19	Jan. 12
Empress of Russia	Dec. 25	Jan. 12
Empress of Japan	Dec. 31	Jan. 21
Empress of Asia	Jan. 22	Feb. 9

Passage Fare—Hongkong to United Kingdom.

EMPEROR OF RUSSIA	EMPEROR OF JAPAN
16,850 Tons Reg.	Gold 8,000 Tons Reg.
EMPEROR OF ASIA	Gold 8,000 Tons Reg.
16,850 Tons Reg.	Gold 8,000 Tons Reg.

Fares subject to change without notice.

Registrations for Passage for Season 1920 now being made.

For particulars regarding passage: For freight rates and through bills of lading, apply to the Agents of the Line at the respective ports of call.

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For particulars regarding passage: For freight rates and through bills of lading



## INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to SHIRAZ, DARAGUA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and AFRICA, with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to SHIRAZ, DARAGUA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and AFRICA, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.  
Managing Agents.

## "ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to RUSSELL & CO., Canton.

THE BANK LINE, LIMITED.

General Agents.

C. N. C.  
CHINA NAVIGATION CO., LTD.

"SAILINGS SUBJECT TO ALTERATION."

For	Steamer	To Sail
SHANGHAI	"SHANTUNG"	On 7th Oct. Noon.
SWATOW AND FANGKOK	"KANCHOW"	On 8th Oct. 9 A.M.
SHANGHAI	"SUNNING"	On 8th Oct. Noon.
HONGKONG, PAKHOI and HONGKONG	"KAI FONG"	On 10th Oct. 10 A.M.
SHANGHAI and TSINGTAO	"TEAN"	On 11th Oct. 4 P.M.
WUHAIR, CHEFOO, NCHWANG and TSIEN	"HUICHOW"	On 13th Oct. 3 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation, Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
Agents.

Telephone 36

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW  
AND RETURN.

(Occupying 8 to 10 Days).

"HAIHONG"	Capt. J. W. Evans	TUESDAY	7th Oct. at 1 P.M.
"HAIKAI"	Capt. A. H. Stewart	FRIDAY	10th Oct. at 1 P.M.
"QUINNEBAUG"	Capt. J. Medina	TUESDAY	14th Oct. at Noon.

\* Calling at Swatow Passengers Only.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage, apply to—

DOUGLAS LAPEAUX & CO.,

General Manager.

## PACIFIC MAIL S.S. CO.

## U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS  
"ECUADOR," "VENEZUELA" AND "COLOMBIA,"  
HONGKONG TO SAN FRANCISCO,  
VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.  
THE SUNSHINE BELT.  
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

SAILINGS FROM HONGKONG at Noon.

S.S. "ECUADOR"	Oct. 8th, 1919.
S.S. "COLOMBIA"	Nov. 5th, 1919.
S.S. "VENEZUELA"	Dec. 2nd, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. All LOWER BERTHS and large comfortable state-rooms (all single and two berth only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cabin, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, Ltd.

For further information rates, literature, schedules, etc., apply to  
COMPANY'S OFFICE in Alexander Buildings, Canton Road,  
Telephone 41

P. & O. - BRITISH INDIA  
& APCAR LINES

(COMPANIES incorporated in ENGLAND.)

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORYON, INDIA, PERSIAN GULF,  
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,  
RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR  
MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
PRINCESSIN	1st October	2nd Nov.	1st Dec.
KEIWA	1st November	3rd Dec.	15th Dec.
NOVARA	7th Dec.	8th Jan.	17th Jan.

FOR  
BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DILWARA	6th Oct. Noon.	25th Oct.
DUNERA	12th Nov.	29th Nov.

FOR  
CALCUTTA VIA STRAITS & RANGOON.

S.S. [Leave Hongkong (about)] Due Calcutta about

SHANGHAI, MOJI, KOBE AND  
YOKOHAMA.

S.S.	Leave Hongkong about	Due Yokohama about
GREGORY APCAR	17th Oct.	26th Oct. (Kobe)
DUNERA	24th Oct.	28th Oct. (Shanghai)
NOVARA	7th Nov.	1st Nov.

Tickets Interchangeable.  
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to  
MACKINNON, MACKENZIE & CO.,  
Agents.

22, Des Vaux Road Central, HONGKONG.

N. Y. K.  
NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.  
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU	Tuesday, 14th Oct., at 11 a.m.
SUWA MARU (omitting Manila)	Saturday, 1st Nov., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

SHIDZUKA MARU	Friday, 17th Oct., at Noon.
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MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU	Wednesday, 22nd Oct., at 11 a.m.
AKI MARU	Wednesday, 19th November.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

SHINRYU MARU	Tuesday, 21st October.
TENSHIN MARU	End of October.

CALCUTTA & RANGOON via Singapore & Penang.

KANAGAWA MARU	End of October.
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JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU	Saturday, 18th Oct., at 11 a.m.
TANGO MARU	Saturday, 22nd Nov., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

AKITA MARU	Thursday, 9th October.
NAGATO MARU (omitting Shanghai)	Saturday, 11th October.
TAMBA MARU	Saturday, 19th Oct., at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, Rotterdam etc.)

WAKASA MARU (London, Antwerp & Rotterdam)	Thursday, 9th October.
DEIAGOA MARU (London, Antwerp & Rotterdam)	Middle of October.
TOYOOKA MARU (Marseilles & Liverpool)	End of October.

For further information apply to—NIPPON YUSEN KAISHA.  
Telephone Nos. 292 & 293

K. YASUDA, Manager

TOYO KISEN KAISHA.  
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong.
SHINYO MARU	22,000	Oct. 28th.
PERSIA MARU	9,000	Nov. 14th.
KOREA MARU	20,000	Nov. 28th.
SIBERIA MARU	20,000	Nov. 28th. (from Kobe)
NIPPON MARU	11,000	Dec. 9th.
TENYO MARU	22,000	Dec. 18.

\* omitting Shanghai

## SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
SEIYO MARU	14,000	Nov. 4th.
KIYO MARU	17,200	Jan. 9th, 1920.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.  
Passengers may travel by Rail between Ports of Call in Japan free of charge.

For full information as to rates, sailings, etc., apply to—  
T. DAIGO, Manager,  
King's Building,  
Telephone 2274 and 2275.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"SPHINX"	On or about 29th Oct.
MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DUBOUL, SUEZ, PORT SAID	"ANDRE LEBON"	On or about 10th Nov.
	"PAUL LECAT"	On or about 2nd Nov.

MARSEILLE via SAIGON & PORTS "BATAVIA" ... On or about 10th Oct.  
SHANGHAI via "SCHARNHORST" ... On or about 30th Nov.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailing, etc., apply to—

J. TOUBET,  
Acting Agent,  
Queen's Building,  
Telephone 740.

O. S. K.  
OSAKA SHOSHEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"CELESTES MARU" ... tuesday 30th October.  
"ALPS MARU" ... End of November.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"SEATTLE MARU" ... Middle of November.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"NANKING MARU" ... Friday, 10th October.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

"LUZON MARU" ... Beginning October

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee & St. Paul Railway.

"MANILA MARU" ... Wednesday, 15th October.

JAPAN PORTS—Moj, Kobe, Yokkaichi, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

For TAKAO via SWATOW and AMOY.

"SOSHU MARU" ... Thursday, 9th Oct., at 9 a.m.

For KEELUNG via SWATOW and AMOY.

For sailing dates and further particulars please apply to—

Y. YASUDA,  
Manager,  
Tel. No. 744 and 745. No. 1, Queen's Building.

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"  
15,000 tons, 10,000 tons, 11,000 tons.

SAILINGS FROM HONGKONG FOR

## SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" "CHINA" "NILE"  
Nov. 1st, Nov. 22nd, Oct. 11th.

[An unsurpassed high-class passenger service.]

O. H. RITTER, Freight and Passenger Agent,  
Prince's Buildings, Lee House Street, Tel. 1943



## POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAILS.

From	Per	Date
SHANGHAI	Shanghai	8th Oct
MANILA AND AUSTRALIA	St. Albans	8th Oct
STRAITS	Albion	8th Oct

## OUTWARD MAILS.

For	Per	Date
Manila	Sui An	Monday, 8th, 8.30 A.M.
Formosa via Keelung & Japan via Kobe	Kobe Maru	Monday, 8th, 9.30 A.M.
Strait, Bangkok, Ceylon, Mauritius	Dilemma	Monday, 8th, 10.0 A.M.
South Africa, India via Dhanushkodi, Bombay, Egypt and Aden	Levin	Monday, 8th, 8.45 A.M.
Japan via Kobe, Canada, United States, Central and South America and EUROPE via VICTORIA, B.C.	Chunchoo	Monday, 8th, 10.30 A.M.
Manila	Kaipong	Monday, 8th, 5.00 P.M.
Pakhoi and Haiphong	Chunchoo	Monday, 8th, 5.00 P.M.
Swatow	Chunchoo	Monday, 8th, 5.00 P.M.
Manila	Sui An	Tuesday, 9th, 8.30 A.M.
Shanghai and North China	Shanghai	Tuesday, 9th, 11.00 A.M.
Swatow, Amoy and Poochow	Shanghai	Tuesday, 9th, 1.00 P.M.
Japan via Kobe	Telamachus	Tuesday, 9th, 3.00 P.M.
Manila	Chunchoo	Tuesday, 9th, 4.30 P.M.
Swatow and Bangkok	Kaipong	Tuesday, 9th, 5.00 P.M.
Manila	Sui An	Wednesday, 10th, 8.30 A.M.
SHANGHAI, NORTH CHINA, JAPAN via KOBE, HONOLULU, CANADA, UNITED STATES, CENTRAL and SOUTH AMERICA and EUROPE via SAN FRANCISCO	Escondido	Wednesday, 10th, 9.45 A.M.
Shanghai and North China	Felma	Wednesday, 10th, 3.00 P.M.
Manila	Chunchoo	Wednesday, 10th, 4.30 P.M.
Manila	Sui An	Thursday, 11th, 8.30 A.M.
Shanghai and North China	Swatow	Thursday, 11th, 11.00 A.M.
Manila	Chunchoo	Thursday, 11th, 4.30 P.M.
Manila	Sui An	Friday, 12th, 8.30 A.M.
Swatow, Amoy and Poochow	Kaipong	Friday, 12th, 9.00 A.M.
Manila	Chunchoo	Friday, 12th, 1.00 P.M.
Manila	Chunchoo	Friday, 12th, 4.30 P.M.
Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States, Central and South America and EUROPE via SAN FRANCISCO	Nit	Saturday, 13th, 9.45 A.M.
Shanghai and North China	Sui An	Saturday, 13th, 1.30 P.M.
Manila	Chunchoo	Saturday, 13th, 3.00 P.M.
Manila	Sui An	Saturday, 13th, 4.30 P.M.
Manila	Sui An	Sunday, 14th, 8.30 A.M.
Shanghai, N. China, Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE via VICTORIA, B.C.	Katori Maru	Tuesday, 14th, 9.45 A.M.
Swatow, Amoy and Poochow	Quinnabag	Tuesday, 14th, 11.00 A.M.
Whitewai and Cheloo	Shichu	Tuesday, 14th, 2.00 P.M.
Swatow, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via MARSEILLES	Shichu Maru	Wednesday, 15th, 9.45 A.M.
Japan via Nagasaki	Ats Maru	Saturday, 15th, 10.00 A.M.
Shanghai, North China & Japan via Kobe	Tamba Maru	Sunday, 15th, 9.00 A.M.
PHILIPPINE ISLANDS, AUSTRALIA AND NEW ZEALAND via THURSDAY ISLAND	Nitko Maru	Registration, 8.45 A.M.
Shanghai, N. China, and Japan via Kobe	Mishima Maru	Tuesday, 9th, 10.00 A.M.
Strait, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via MARSEILLES	Kapi Maru	Registration, 8.45 A.M.

\* Correspondence bearing vessel's name, only.

## COMMERCIAL.

## OPENING QUOTATIONS.

On	October 4th
LONDON.—	
Telegraphic Transfer	4.83
Bank Bills, on demand	4.83
Bank Bills, at 30 days' sight	4.83
Bank Bills, at 6 months' sight	4.83
Credit, at 4 months' sight	4.83
Documentary Bills, at 6 months' sight	4.83
PARIS.—	
Bank Bills, on demand	715
Credit, at 4 months' sight	715
NEW YORK.—	
Bank Bills, on demand	87 1/2
Credit, at 60 days' sight	88 1/2
BOMBAY.—	
Telegraphic Transfer	200
Bank Bills, on demand	200
CALCUTTA.—	
Telegraphic Transfer	200
Bank Bills, on demand	200
SHANGHAI.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	nom.
YOKOHAMA.—	
On demand—Peas	17 1/2
ON SINGAPORE.—	
On demand	17 1/2
ON BUTA.—	
On demand	17 1/2
ON HAIPHONG.—	
On demand	nom.
ON SAIGON.—	
On demand	nom.
ON BANGKOK.—	
On demand	nom.
SOVEREIGNS, Bank's Buying Rate	\$ 4.70
GOLD LEAF, 100 fine, per tael	\$33.40
BANK SILVER, per oz.	63d.

SUBSIDIARY COINS.	Per cent.
Hongkong, 20 cents piece	\$0.00 Premium
Hongkong, 10 "	" 0.00
Canton, 10 "	" 0.00
Canton, 20 "	" 0.00 Discount

## BANKS.

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the minimum Monthly Balances at 2 1/2 per cent. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION. N. J. STARR, Chief Manager.

Hongkong, November 2nd 1919 10

## THE BANK OF TAIWAN, LIMITED.

(TAIWAN BANKING CORPORATION)

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed	Yen 30,000,000
Capital (Paid up)	" 17,000,000
Reserve Funds	" 5,531,000

## HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES: JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.

FORMOSA—Gilan, Kagi, Kankou, Keelung, Piaz, Shichiku, Makung, Taidin, Tainan, Takow, Tamsui, Toiyen, etc.

CHINA—Shanghai, Hankow, Kiangsu, Amoy, Poochow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

## LONDON BANKERS:

CAPITAL AND CURRENCY BANK LONDON AND SOUTH-WESTERN BANK, PARIS BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Chosen, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, Africa, etc.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH, Manager.

Hongkong Branch, 1, Des Voeux Road, Hongkong, September 20th, 1919. 15

## THE BANK OF EAST ASIA LTD.

HEAD OFFICE:—No. 2, Queen's Road Central.

Paid-up Capital:—£2,000,000.00

Directors: Mr. Fong Wai Tung, Chairman.

Mr. Chow Shou Sen, Mr. Kan Ying Po, Mr. Li Koon Chun, Mr. Chan Kai Ming, Mr. Miki Ching Keng, Mr. Fung Ping Shan, Mr. Wong Yun Tong, Mr. P. K. Kwong, Mr. Chan Ching Shok, Mr. Ng Chang Luk.

Chief Manager:—Kai Tong Po. Assist. Manager:—Li Tse Fong.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of 2 per cent. per annum and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3 1/2 per cent. annum.

For 6 months at the rate of 4 1/2 per cent. annum.

For 12 months at the rate of 5 1/2 per cent. annum.

KAN TONG PO, Chief Manager. 1050

## THE INDUSTRIAL &amp; COMMERCIAL BANK, LTD.

Head Office:—8, Des Voeux Road Central, Hankow Branch:—Panoff Building.

## DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 3%, 4%, 5%, respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. USANG LY, Manager. 201

Hongkong, July 7th, 1919.

# "Embassy"

## Virginia Cigarettes

### Finest Quality



The kind of quality that not only pleases the smoker but gratifies an ideal of the manufacturers to produce the finest of Virginia Cigarettes.

Sold in tins of 50's and 25 Cigarettes also packets of 10's

This advertisement is issued by British-American Tobacco Co., (China), Ltd.

## BANQUE INDUSTRIELLE DE CHINE

(FRENCH BANK)

SUBSCRIBED CAPITAL:—F. 75,000,000

PAID UP:—F. 37,500,000

(1/2 of the Capital, i.e. F. 37,500,000 subscribed by the Government of the Chinese Republic)

Chairman of the Board: André Bertelot

General Manager: A. J. Perrotte

## HEAD OFFICE: 74, Rue Saint-Lazare, PARIS.

BRANCHES: Canton, Hankow, Shanghai, Peking, Tientsin, etc.

Marcelles, Peking, Hankow, Shanghai, Tientsin, etc.

Hankow, Shanghai, Peking, Tientsin, etc.

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## THE BANK OF CHINA

(SPECIALLY AUTHORIZED IN CHINA BY PRESIDENTIAL MANDATE OF 22ND NOVEMBER, 1917.)

Authorised Capital:—£30,000,000

Paid-up Capital:—£15,000,000

Reserve Funds:—£1,197,400

## HEAD OFFICE:—PEKING.

BRANCHES AND SUB-BRANCHES: (PEKING): Haining, Tientsin, etc.

(TIENTSIN): Haining, Tientsin, etc.

(HANKOW): Haining, Tientsin, etc.

(SHANGHAI): Haining, Tientsin, etc.

(HANKOW): Haining, Tientsin, etc.

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(SHANGHAI): Haining, Tientsin, etc.

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital:—£15,000,000

Reserve Funds:—£1,197,400

Authorised Capital:—£30,000,000

Paid-up Capital:—£15,000,000

Reserve Funds:—£1,197,400

## HEAD OFFICE:—PEKING.

BRANCHES AND SUB-BRANCHES: (PEKING): Haining, Tientsin, etc.

(TIENTSIN): Haining, Tientsin, etc.

(HANKOW): Haining, Tientsin, etc.

(SHANGHAI): Haining, Tientsin, etc.

(HANKOW): Haining, Tientsin, etc.

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